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THE CIVIC SITUATION

INCLUDING A
BRIEF HISTORY

OF THE

Corporation of Winnipeg

FROM 1874 TO THE PRESENT TIME.

NOTICE:

An important part of the work laid out for this Pamphlet had to be left over for a Second Edition, owing to the limit of the number of pages of this one. The Second Edition will be issued in a few days

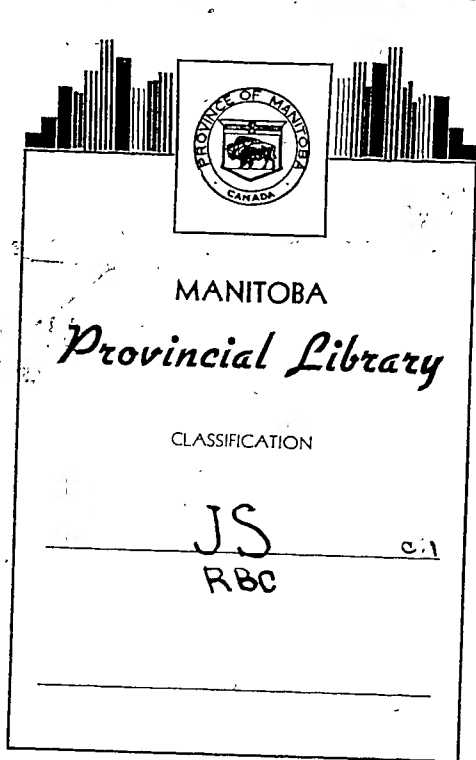
WINNIPEG,
1883.

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THE CITY FINANCES

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PROGRESS OF WINNIPEG



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A HISTORY
OF THE
CORPORATION OF WINNIPEG
GIVING AN ACCOUNT
—OF THE—
PRESENT CIVIC CRISIS

WITH SOME

Suggestions as to what course should
now be adopted.

BY CHARLES R. TUTTLE.

WINNIPEG :

1883.

NOTICE.

The reader will please observe that the following pages are the work of but a few days, and do not therefore embrace anything like an exhaustive treatment of the subject. The excitement over civic matters constitutes an opportunity for making a few honest pennies, and this has been taken advantage of with such results as only two or three days' interrupted labor could produce.



A HISTORY OF THE CORPORATION OF WINNIPEG.

Chapter 1.

THE MAYOR AND COUNCIL OF 1874.

IT is but nine years since the Winnipeg civic ship was set afloat. The voyage from 1874 to the present time has, for the greater part, been through smooth and prosperous seas. Few tempests have crossed her track, or ruffled the general prosperity. There has been the one steady, strong, and almost unvarying wind favoring success, and the advancement gained is already wonderful to contemplate. But this high rate of speed is suddenly interrupted. An alarm has been sounded; the cry of "breakers ahead" is distinctly heard, and that alarm is producing a panic among both passengers and crew. To examine into the cause of this alarm, as well as the circumstances attending it; to find out how far it is well founded, and, if a crisis really exists, to point out the shortest and safest way out of the difficulty, constitute the work before the writer.

A brief sketch of civic affairs from the beginning, will be short, and valuable as an aid to our judgment in this matter. We need not go back far,—only to 1874. In November of that year an Act incorporating the city of Winnipeg became law, and the little hamlet of Fort Garry took upon itself the responsibilities of Municipal Government. The young city was divided into four wards, viz.:—North, South, East and West. The Charter

provided for the election of three Aldermen from each, and the new Corporation consisted of a Mayor and twelve Aldermen, as follows:—

F. E. Cornish, Mayor.

ALDERMEN.

<i>South Ward.</i>	<i>West Ward.</i>
T. Scott.	Arch. Wright.
H. Swinford.	J. H. Ashdown.
J. McLenaghan.	J. Higgins.
<i>East Ward.</i>	<i>North Ward.</i>
A. Strang.	A. Logan.
W. B. Thibaudeau.	W. G. Fonseca.
Stewart Mulvey.	J. B. More.

At the date of this first election the population of Winnipeg was small indeed, the number of legal voters, on a most liberal franchise, being:—

North Ward.	-	-	-	92
South "	-	-	-	86
East "	-	-	-	123
West "	-	-	-	87
Total, -	-	-	-	388

Another authority places the total legal votes at 308, but it did not exceed the former figures.

The election took place on the 5th of January, 1874, and was keenly fought. There were at one time no less than eight mayoralty candidates spoken of, viz:—Messrs. Kennedy, Ashdown, Bannatyne, Cornish, McMicken, Wilson, Macaulay, and Luxton. These were finally narrowed down to Messrs. Cornish and Luxton, and the former, backed by the Hudson's Bay Company, gained the day.

The proceedings of this Council will not interest us at any considerable length. Mr. A. M. Brown was appointed City clerk at the first or second meeting of the Council by a vote of 7 to 5, and Mr. Lyster Haywood, Chamberlain, by a vote of 10 to 2. The former remained in office to complete nearly nine years of service, which, as the reader will remember was terminated in the early part of the present year by the difficulty between himself and the special Charter Committee. The latter remained in office but a short time, resigning on account of the smallness of his salary, when Mr. James S. Ramsay was appointed in his place. Capt. Scott did not long remain in the Council. His connection with the volunteers made it necessary for him to resign, and Mr. J. R. Cameron, who recently visited Winnipeg in connection with the Minnesota Press Association, was elected in his place.

It was the Council of 1874 that presented to the electors the first debenture by-law for municipal purposes. It proposed to raise \$250,000 for the following purposes:

- 1st. For the construction of sewers.
- 2nd. For the purchase of fire engines and apparatus, and the construction of tanks for fire purposes.
- 3rd. For the construction of water-works.
- 4th. For the construction of a market house, city hall and police station.
- 5th. For widening, opening and straightening streets.
- 6th. For grading and improving streets.
- 7th. For the construction of sidewalks and bridges.

This by-law was submitted to the people and afterwards carried, and as we shall see further on, not all of the money was realized for the purposes for which it was voted.



There was nothing very remarkable in the annals of the first Council. Mr. Cornish made a very good Mayor, and was on several occasions known to exercise his authority as the presiding officer of the Council in such a manner as to strongly mark him as a ruler of men. He celebrated the close of his civic term by giving a general dinner to the Aldermen and officers of the corporation at the Grand Central Hotel. There were a large number of prominent citizens present, and the affair was too good a success to have gone entirely out of fashion. But if Mr. Cornish's "Mayor's Dinner" scheme was intended as an election dodge it was unsuccessful, for in an attempt to obtain a second term he was beaten by a good majority by Lieut.-Col. W. N. Kennedy, now Registrar of this city.

Considering all things the first year of our civic existence was successful. The ship was properly launched under the conduct of an intelligent Council, most of whom are still living among us, and numbered with the most respected, influential and wealthy citizens. The Mayor was a man of brains and decision, and although, in some respects, lacking in the outward signs of refinement, was, whenever he wished to be, a thorough gentleman. He was throughout a first-class Mayor, and it is doubtful if Winnipeg has ever had his superior in many respects, in the Mayor's chair.

Chapter 2.

THE MAYOR AND COUNCIL OF 1875.

As already indicated Mr. Cornish was opposed, in the election of 1875, by Lieut.-Col. (then Major) W. N. Kennedy, and beaten. The vote stood for

MAYOR,

W. N. Kennedy	218
F. E. Cornish	164
	<hr/>
Majority of Kennedy	54

The Aldermanic board for the second year was composed as follows:—

South Ward.

Jas. Mc Lenaghan
Alex. McMicken
J. R. Cameron

North Ward.

Alex. Logan
T. Lusted
W. G. Fonaeca

West Ward.

Arch. Wright
Willoughby Clarke
J. Villiers

East Ward.

John Hacket
D. Sinclair
M. Davis

Five of the original aldermen were re-elected, noticable among whom was Alex. Logan who has served in the Council, with but two short retirements, since the incorporation of the City. We first meet Alex. McMicken in the Council in 1875, and he too has been a member of the Council almost constantly ever since. Both these gentlemen are now, —nine years later,— seeking the

office of Mayor. One would think that if they are not thoroughly versed in municipal matters it is not from the want of opportunity.

It was in 1875 that the railway and bridge question first agitated the Mayor and Council. The iron rail was rapidly approaching Winnipeg from the South and it was a matter of concern to the citizens that some steps should be taken to secure its full advantages to the City. A number of Winnipeggers being in Ottawa, the City Council sent Mayor Kennedy and Mr. St. John to that city as a delegation to represent the city's interests in that question. The delegates, as citizens, waited on the Hon. Alex. Mackenzie, then Premier, and urged strongly the necessity of bridging the Red River. As a result of the interview they telegraphed the Council here, asking "Will you take \$50,000 subsidy from the Dominion Government and build and maintain a passenger bridge across the Red River? and how much subsidy will you take and build a main bridge, suitable for railway and team traffic across same; also will you grant free right of way through Winnipeg for Pembina Branch. Report will explain particulars. Consider carefully, make your best offer for railway bridge."

This dispatch was signed by W. N. Kennedy, (the mayor), John Sutherland, John Schultz, M. St. John, David Young, Jos. Ryan, M. A. Girard, W. H. Lyon, A. W. Burrows, Andrew Strang, James Trow and George B. Elliot.

On receipt of the telegram above quoted, a meeting of the Council was held, and the following resolution unanimously adopted:—

"Moved by Ald. Lusted, seconded by Ald. Logan, that the City Council give city bonds to the extent of 50 per cent. (or one-half) the value of total cost of main bridge over the Red river opposite Winnipeg, suitable for both railway and team traffic, also right of way and land

" sufficient for station accommodation for Pembina Branch
 " C. P. R., entering and passing through Winnipeg."

At a meeting held subsequently by the citizens, in the Court House, Hon. G. McMicken in the chair, the following resolution was carried:—

" If necessary in order to obtain the railway and station
 " in Winnipeg we will build the bridge and give the right
 " of way, the Dominion Government guaranteeing the
 " interest on debentures."

Considerable mention is here made of the action taken by the Council in relation to railway and bridge matters, which although it brought forth no immediate results was finally attended with success. It was the Council of 1879, as we shall see, that brought the matter to a successful termination, when Mr. Logan, then Mayor, and the writer were a delegation to Ottawa, to urge the interests of the city in railway and bridge arrangements.

In 1875, Mr. D. M. Walker, now County Judge of the Western Judicial District, was appointed City Solicitor, which position he held until 1879.

During 1874 and '75 the city experienced considerable growth, aided, let us doubt not, by the wise and economic administration of the Mayor and Council of those years, who, we need not hesitate to say, all things considered, were superior to those of more recent date. In 1875, the city assessment of real and personal property reached \$2,609,779. The assessment was of course too high, and has ever been so to the present hour. The population was then estimated at 5,000, but it was probably not 4,000.

The \$250,000 bonds, authorized in 1874, had been sold, but not to the best advantage. Some considered the sale was not effected on the best possible terms, but no serious complaint was made. A difficulty was experienced in another quarter, however, which caused considerable

bitterness. The Council had not, up to that time, learned to be very extravagant, and they decided that at least \$100,000 of the debenture money could be profitably loaned out for one year. We can imagine that the present Council would have not been long in finding a place for all this money, but in those days the corporation moved slowly, and with considerable wisdom. Two banks in the city came into competition for the use of this money—the Ontario and the Merchants. The latter made out a strong case in its own favor. Its manager had taken considerable trouble to have the bonds successfully placed on the market, and it was claimed, therefore, that the city was under obligations to a large extent to that bank. The Merchants bank won the day and obtained the use of the money, although the Aldermen came almost to blows in their heated discussion on the question.

The year 1875 was not without its sewer-contract row. To be sure it was not conducted on the plan of this year's sewer scandal, but it was a row all the same. The city had decided to have sewers, and the Council took steps to let the work out by contract. Now these were the days of mass meetings in Winnipeg. Nothing of any moment to the people could pass without provoking a mass meeting; moreover, a mass meeting in those days presented a stirring scene. It was not the tame, common-place affair of to-day. It often required nerve, pluck and back-bone to attend one. At all events the sewer contract of 1875 was attended by the inevitable red-hot mass meeting.

The records tell us that the tender of Moberley & McLennan, although the highest, was accepted, and the people wanted to know the reason why. A mass meeting—in the open air at that—was called accordingly. It was held at the corner of Main Street and Portage Avenue. The citizens turned out *en masse*. The meeting was an excited one, and the speakers were exceedingly bitter. A resolution was moved by J. H. Ashdown and seconded by J. B. More, "that, after having heard the explanations

"of the aldermen who voted for awarding the sewer contract to Moberley & McLennan, we do not consider that they have had sufficient ground for voting away \$10,000 of the people's money unnecessarily, and that they have violated the trust reposed in them."

Another resolution was also passed calling upon the Mayor to veto the contract, and pledging him support in such a course.

But it is not our object to go into the merits of this matter now. It was terminated in the interests of the city. Other public works were also undertaken. Sidewalks were being put down at a great rate, and the work of building a new city hall undertaken. On Tuesday, the 17th of August, 1875, a civic holiday, the laying of the corner stone of the then new city hall took place in the presence of a large assemblage of people. Speeches were made by Chief Justice Wood, Consul Taylor, and Hon. R. A. Davis.

The construction of the new hall did not proceed far before things began to look bad, and evidently there was a skeleton somewhere. The people's money was rapidly disappearing. The whole of the appropriation had been exhausted, and the council were obliged to take the money set apart for water works. Over \$15,000 were used from other funds, and the hall was finally erected at a wastefully extravagant cost. Up to the end of October, 1875, there had been expended on the hall \$35,217, and it was yet unfinished.

The railway and bridge situation in 1875 is pretty clearly set forth by the following extract from Mayor W. N. Kennedy's report to the Council on his return from Ottawa, where, as before mentioned, he had been as a delegate from the Corporation:—

"We are safe in assuming, I think, that the Pacific Railroad will not be continued west of Red River for some years, in fact the Premier in his Sarnia speech

"said so, consequently the bridge on the main line will
 "not be built, as it would not be required until the road
 "is continued west. In the meantime the Pembina
 "Branch is being proceeded with to a point opposite the
 "city, and it is hoped that perhaps next fall we may have
 "railway communication with the south. Our city will
 "be rapidly growing in population and resources. The
 "Dominion Government is willing to assist us in building
 "our railroads from Winnipeg to the south and west, in-
 "cluding probably the railroad bridge at the city. I
 "think we will have a bridge at Winnipeg before there
 "is one north of us. In the meantime the wagon bridge
 "should be built. It is thought by engineers that a bridge
 "can be built for the sum set down in the estimate
 "(\$50,000); if not, I have no doubt, if our members that
 "are in the House of Commons and Senate use their in-
 "fluence for that purpose, the government will double
 "that amount, placing it at what it originally was. Let
 "us be true to ourselves, work together unitedly, and we
 "need have no fear for the future prosperity of the city.
 "No influence that can be brought to bear will prevent
 "Winnipeg from being one of the principal cities of the
 "Dominion. A leading and far-seeing member of the
 "Montreal Board of Trade, the other day in writing about
 "Winnipeg, said that in 1900 the population would prob-
 "ably be 200,000, and I do not think he was far astray.
 "Nature has done a great deal for Winnipeg; let us do
 "the rest."

This was a very correct forecast of what has already
 taken place, and what we think will surely come to pass.
 We have indeed obtained a bridge before the people to
 the north of us, and not only one but several, and there
 are more to follow.

Chapter 3.

THE MAYOR AND COUNCIL OF 1876.

The last days of 1875 were attended by circumstances calculated to disturb the civic peace. The city hall question had become a matter for general complaint, and there were not a few who pronounced the foundation insufficient. But sufficient it proved to be. On the 25th of December, the building having settled considerably, a crack was observed in the south wall. Christmas day witnessed large crowds of citizens gathered on the market square venting their feelings on civic matters generally, and severely criticising the Council. The elections were then pending, and of course the "crack-in-the-wall" election cry was raised with perceptible effect. However, no damage resulted from this "crack-in-the-wall." The same wall stood, without accident of any kind, until taken down during the present year.

The civic elections for 1876 took place on Monday, January 3, and ended, as many of the citizens will remember, in the not to be forgotten East Ward scrimmage, in which the poll books were captured or stolen.

Col. Kennedy offered for a second term, but with a better fate than attended a similar attempt of Mr. Cornish the year before. He was elected although opposed by Mr. A. W. Burrows. The result of the elections was as follows:—

MAYOR.

Lieut.-Col. W. N. Kennedy.

ALDERMEN.

South Ward.

W. F. Alloway.

A. McMicken.

W. Hespeler.

West Ward.

T. P. Robin.

Arch. Wright.

J. Villiers.



North Ward.

Alex. Logan.

T. Lusted.

W. G. Fonseca.

The east ward trouble was just one of those little incidents peculiar to the early days of Winnipeg. About five minutes before the close of that poll, as Mr. Macaulay was voting for his partner, Mr. E. W. Jarvis, a disturbance was raised, during which the lamp was extinguished, the stove kicked over, and the poll book captured. This closed the poll most effectually, but the next day the election in the ward was continued, when J. Breden, W. W. Banning and E. A. Jarvis were elected aldermen, and when a majority for Col. Kennedy as Mayor of 55 was given, making his total majority for the city 61.

During 1876 the then somewhat comprehensive sewage system was completed. The north sewer was about 2,800 feet in length, connecting with what was called the out-let sewer, opposite the city hall. The out-let sewer ran down the gully past Brown & Rutherford's mill, and was about 1,600 feet long, and the main sewer, about 9,000 feet long with the connecting pipes, made the total sewage constructed about 12,000 lineal feet. Catch basins were placed at the corners of the streets, and the press of that day pronounced the work very complete. The whole system cost about \$45,000. The contractors, Moberley & McLennan, got the contract, notwithstanding the open air mass indignation meeting, of which we have spoken, and it is recorded that they did their work in a business-like manner. These sewers have served the city well, and have received several extensions from time to time.

During the year Mr. Villiers resigned and ex-Mayor Cornish was elected by acclamation to fill his place in the west ward representation.

Tenders were asked in 1876 for the construction of the Main street sewer, and the contract was awarded to

Messrs. Moberly & McLennan for \$22,800, this time without any scandal and even without a mass meeting.

But the year was not without its civic turmoil. The chamberlain, Mr. Ramsay got into trouble with his books, or the city auditors, who pronounced condemnation upon his administration, and Mr. Ramsay was accordingly be-headed, officially speaking, by a vote of 7 to 5 in the Council. Let it be remembered, however, that there was no charge affecting the integrity of Mr. Ramsay. It was purely a matter of incompetency and some think that he was even too severely treated. At any rate the conduct of the Mayor and aldermen towards him proved fatal in its results. He took it so much to heart that his mind became sadly deranged. The poor fellow became very ill and soon after died. He was succeeded by Mr. William Taylor.

The work of building sewers, as already mentioned, was done chiefly in 1876, an average of about seventy men being employed on the works at an outlay of about \$500 a day. This had the effect of improving business, and placing considerable money in circulation in the young city.

There is nothing further to be recorded in 1876 for the purposes we have in view in this pamphlet. December found the people actively engaged selecting candidates for the positions of Mayor and Aldermen for 1877.

Chapter 4.

THE MAYOR AND COUNCIL OF 1877.

The commencement of Capt. Thos. Scott's public record began with the beginning of 1877. He had, however, been previously connected with the volunteer force in the military affairs of Fort Garry for several years. There were several candidates for the Mayoralty, viz:— Thos. Lusted, E. W. Jarvis, W. N. Kennedy, and Capt Scott; but at length both Mr. Jarvis and Col. Kennedy retired and the contest was carried on between Scott and Lusted, on a voters list of 1,034, numerical strength. The contest came to a close on the 2nd of January 1877, and Capt. Scott was elected Mayor by the small majority of 11. The Council stood as follows:—

MAYOR.

Capt. T. Scott.

ALDERMEN.

South Ward.

W. F. Alloway
A. W. Burrows
E. G. Conklin

North Ward.

Alex. Logan
J. B. More
W. G. Fonseca

East Ward.

Duncan Sinclair.
H. G. McMicken.
Alex. Brown.

West Ward.

S. J. Jackson.
A. McNee.
Jas. Rice.

Early in 1877 railway matters, with the inevitable accompaniment of mass meetings, again came to the front. In February a large number of the ratepayers assembled in the new city hall to discuss the question of railways.

Mayor Scott presided, and a resolution was carried "that in consideration of the fact that the building of a railway to the west will ultimately facilitate the building of a railroad bridge at Winnipeg, it is deemed desirable that all our energies be lent to accomplish the building of the road." And another to this intent:—"That we, the inhabitants of the city of Winnipeg, to assist in the construction of said railroad, hereby pledge ourselves to pass a by-law for raising the sum of two hundred thousand dollars to subsidise a responsible company that will construct a railway to the western limits of the Province."

And there was yet a third resolution also carried:—"That the Provincial Legislature be requested to enact laws facilitating the establishing of municipal institutions, with powers to assist in the construction of such railway." Nor was this all. A fourth resolution was passed, urging upon the proposed municipalities to aid railway enterprise. A fifth resolution proposed "That, through our representatives in Ottawa, we would respectfully but strongly urge the Dominion Government to re-consider their determination with regard to the building of a railway bridge at this point." And a sixth resolution:—"That, with a view to further the objects of the foregoing resolution, a standing committee be formed, with power to act as may seem best calculated to aid the same." This was a large committee, embracing nearly all the principal men of the city.

It was in 1877 that the portion of the city hall buildings, known as a market, was completed at a cost of \$5,000.

The assessment of 1877 was as follows:—

<i>South Ward.</i>		
Real Property,	- / -	\$1,009,660
Personal "	- / -	145,425
		<hr/> \$1,155,085

West Ward.

Real Property,	-	-	\$503,435	
Personal "	-	-	149,100	
			<hr/>	652,535

East Ward.

Real Property,	-	-	\$536,350	
Personal "	-	-	106,000	
			<hr/>	642,350

North Ward.

Assessable Property,	-	-	-	501,560
Total,	-	-	-	<hr/> \$2,951,580 <hr/>

The Mayor and Council of 1877 had the pleasure of receiving and entertaining Lord Dufferin, Governor-General of Canada, and Lady Dufferin.

In the same year a debenture by-law to raise \$25,000 for permanent improvements, on the credit of the city was voted down, 117 votes having been cast against it, to 62 for it. Perhaps the present Council can gather some consolation from this, in this hour of their dismay, consequent upon the defeat of the \$500,000 one.

Ald. Burrows resigned his seat as alderman for the south ward in December, and Mr. Dunlop was elected to serve out the few weeks of his term.

The receipts of the city for 1877 were \$63,813.53, and the expenditures \$65,660.67.

Chapter 5.

THE MAYOR AND COUNCIL OF 1878.

The year of 1878 was heralded into existence so far as civic matters were concerned by the proverbial mass meeting which was held in the city hall on the 2nd. January, to discuss municipal affairs. Mayor Scott occupied the chair, and Mr. George Hain acted as secretary; a number of speeches were delivered, and the various aspirants for municipal honors took advantage of the occasion to blow their own horns. The election resulted as follows:—

MAYOR.
Capt. T. Scott.

ALDERMEN.

North Ward.

Alex. Logan,
J. B. More,
W. G. Fonseca.

South Ward.

C. C. Montgomery,
E. G. Conklin,
W. Hespeler.

East Ward.

Alex. Brown,
R. Strang,
Mr. McDougall,

West Ward.

S. J. Jackson,
F. E. Cornish,
W. H. Lyon.

The Mayor was re-elected for a second term by acclamation, as also were the Aldermen for the North Ward.

The then new central fire hall was opened in the early part of the year. There had been during the previous years much difficulty in getting the fire department permanently organized and placed on a solid footing; brigade after brigade became organized and disorganized, but at length matters assumed a better



shape, and now the new fire hall was ready for occupancy and was formally opened. The festivities consisted of a supper which was spread in an upper room of the building. The interior was tastefully decorated for the occasion, but, let us mention, the supper was conducted on strict temperance principles; liquors were rigidly excluded. Now there was a reason for all this and it was to be found near at hand. At the same time a great temperance wave was sweeping over the city. A temperance mass meeting was held on the same day, it is said, in the temperance hall, which was ably addressed by the ministers and others, and which passed a resolution advocating the "total abolition of saloons." It may have had some good effect at the time, but, as any one can see, the resolution has not been carried out.

The fire hall was an important building in those days, costing \$7,000, but during the present year it has been converted into part of our new market arrangements and the fire department has long since out-grown its size.

But 1878 was not without its railway agitations. In March there was a meeting in the council chamber, Mr. Sinclair, D. L. S. in the chair. This meeting authorized the chairman to despatch the following telegrams to the Ottawa authorities:—

"Hon. D. A. Smith, Ottawa.

Winnipeg does not want southern route of Pacific Railway unless crossing here. We want Government aid for railway Winnipeg westward. See telegram to Mills.

DUNCAN SINCLAIR,
Chairman.

"Hon. David Mills, Ottawa.

Winnipeg, and settlers along route from Winnipeg westward, would vote bonus equal to Government lands, had lands not been taken up. Will Government make



provision to supplement that bonus by lands not on route or money, and to what extent?

DUNCAN SINCLAIR,
Chairman.

A little later another meeting was held, caused no doubt by Hon. Mr. Mills' Colonization Bill then before the House of Commons. On that occasion a dispatch was authorized as follows:—

"Colonization Bill now before the House is unfavorable to our interests, particularly in regard to railway west from here. Try to improve it; secure corporation of members; answer." This was sent to the Hon. D. A. Smith.

In this year the city was growing apace, and the question of drainage, notwithstanding the sewers which had been constructed, was forced upon the Council during the summer. There was an imperative demand for the construction of a flume to carry off the water from the marsh to the west of the town, and the Public Works Committee advocated the expenditure of \$8000 for the work. The flume was afterwards built on Alexander street.

The small beginnings of the real estate boom which culminated and collapsed in 1881 were to be seen in 1878, and a number of real estate offices were opened, prominent among which was that of Messrs. Conklin & Fortune.

It was in this year that the city finances were first officially announced in the Council to be out of joint. On the 2nd of September, at a meeting of the Council, Alds. Conklin and Strang stated that the corporation was face to face with a deficit of nearly \$44,000. The expenditure for that year was estimated at \$62,986; and the estimated receipts only \$19,035.

An agitation was started in October for the establishment of a market in the south ward, for the convenience of the people living in that locality, but when the matter

assumed a definite shape, and was placed before the Council by Ald. Hespeler the motion was defeated by the votes of Aids. Fonseca, Moore, Logan, Strang, Jackson and Brown, there being only ten aldermen present.

Again the railway question with a mass meeting came to the front. On the 15th^o of Nov. a largely attended meeting was held in the city hall, and after an exciting debate, which was conducted by some of the leading citizens, a resolution was carried, moved by Messrs. Ash-down and Biggs "that it is desirable that the city Council should immediately prepare a by-law, and submit the same to the people for the purpose of aiding in the construction of the bridges across the Red River, and of the Western Railway, by a bonus of \$300,000. It is not wonderful that the railway agitation should have reached a high pitch in 1878. In the fall of that year the last spike was driven in the Pembina branch, and Winnipeg or St. Boniface, was connected by rail with the outside world.

Chapter 6.

THE MAYOR AND COUNCIL OF 1879.

Nominations for civic offices took place on the 30th of December, 1878, when Alex. Logan was elected Mayor by acclamation. There were twenty candidates in the field for the position of Aldermen, five in each ward, and the contest resulted by the election of the following named gentlemen:—

South Ward.

Sedley Blanchard.
E. G. Conklin.
W. F. Alloway.

East Ward.

Alex. MacArthur.
Alex. Brown.
R. Strang.

West Ward.

David Young.
Mark Fortune.
J. H. Ashdown.

North Ward.

J. B. More.
A. F. Eden.
Arch. Wright.

We have now reached the beginning of 1879. From that point it will be necessary to enter more fully into the administration of civic matters. One of the first acts of the Council in that year was propitious, viz.:—that of securing a free market to the producer, the ordinary tolls being abolished.

At a meeting of the City Council, held on the 8th of April, Ald. Ashdown moved the following resolution, which was unanimously carried.

“That whereas the Council having been informed that the Dominion Government intend to change the route of the Pacific railway to the south of Lake Manitoba, and whereas the people of Winnipeg in mass meeting assembled, have pledged the city to a vote of \$300,000, if

necessary, towards the construction of a bridge across the Red River, and western railroad extension.

"Therefore be it resolved that the Council pledge the city to pay the cost of the construction of a railroad bridge across the Red River, provided that the Dominion Government will construct the Canadian Pacific railway from Winnipeg westward."

The Mayor was instructed to telegraph this resolution to the Minister of Public Works at Ottawa, and he did so. A new Government had come into power at Ottawa, or to put it in other words, Sir John A. Macdonald and his colleagues had been returned to power. The policy of the new administration was centred chiefly in two great measures, viz.:—protection and the construction of Pacific railway. The route of the latter was to be the life or death of Winnipeg. The road, under the McKenzie Government, had been constructed from East Selkirk to Cross Lake, and it was the avowed intention of Sir John's Cabinet to cross the Red River at Selkirk, and continue westward along the Fourth base line. The *Toronto Mail*, the leading ministerial organ, had given voice to this intention, and it was caught up by the chief reform organ in this Province, the *Winnipeg Free Press*, and used with considerable force against the railway policy of the Conservative Government, so far as the interests of Winnipeg were concerned. The writer had a few weeks before launched the *Winnipeg Times*, the first Conservative daily journal published in the Province, and was struggling for the people's support in a defense of the Conservative policy. But a railway system that would "leave Winnipeg out in the cold" could not be defended. The situation was a critical one,—one requiring prompt and vigorous action. There was not an hour to be lost. The Dominion House was in session, and more than half done with the business of the year. Decisions were being made that would not admit of change. Another day's delay might be attended with fatal circumstances. In Eastern Canada, and conspicuously.

among the members of the Government, there existed no adequate appreciation of this city. Not a few looked upon Winnipeg as a temporary town, built up chiefly by the distribution of public moneys,—a town that would settle into decay as soon as another would be established at the proposed Selkirk crossing.

Mr. Sanford Flenning, Chief Engineer of the C. P. R. had reported, in the strongest terms against the practicability of a railway crossing here, and from every standpoint of the railway questions of the day our future was overcast with doubts and fears.

The Editor of the *Winnipeg Times* of that day set in motion a line of action which, more than any other instrumentality employed, secured for Winnipeg immediate connection with the C. P. R., a railway bridge, and subsequently made the city a great railway centre. It was then out of the question to approach the Government with an offer, however large, on the conditions that the main line of the railway should cross at Winnipeg, but that result was accomplished by another method. As will be seen from the foregoing pages the city was pledged to a bonus of \$300,000, on certain conditions. The *Times* came out with the suggestion that the citizens should get up a mammoth petition to the Ottawa Government offering a heavy bonus, in order to secure a branch line from the Pembina branch at St. Boniface, crossing the Red river and passing north-westward to the main line at some point east of Long lake. Through the instrumentality of that journal, and the active work of its editor, an informal meeting of a few citizens was held in Mr. David Young's office, and a petition was accordingly prepared by Messrs. Robert Strang, D. Young, Arch. Wright, C. R. Tuttle and a few others. It was Mr. Tuttle's intention to proceed to Ottawa with this petition and see what could be done, but the movement had reached such proportions in less than twenty-four hours that a special meeting of the Council was called to deal with the petition. Mr. A. M. Brown,

the city clerk, might have been seen with his chair and table, and a dozen yards of railway petition on the side walk in front of the city hall. Not a citizen passed without appending his signature, and when the Council met on the evening of the 23rd of April, that document was one of the most formidable ever promulgated in any city. The Council concurred in the petition, and then came the fight as to who should constitute the delegation. The political enemies of Mr. Tuttle made a determined fight against his appointment. If the scheme should succeed it would bring prestige to him and his newspaper, hence the opposition. But we will let Mr. Alex. Begg speak as to this in his "Ten years in Winnipeg."

"The resolution introduced in the Council to send Mayor Logan and Mr. C. R. Tuttle, of the *Times* to convey the petition and represent our interests at Ottawa, met, as far as Mr. Tuttle was concerned with some opposition, on the grounds that being a great stranger to Winnipeg and without any great stake in the country, he would not be a representative man. This objection was overruled, and Messrs. Logan and Tuttle were appointed a deputation to proceed forthwith, and the sum of \$500 was voted for expenses."

We must stop to correct Mr. Begg in one particular. The \$500 were voted for the Mayor's expenses, and it was a part of the arrangement that Mr. Tuttle was to go as one of the delegates, but at his own expense. This was a pretty mean act of the Council, seeing that if there was any merit in the scheme, it was due to the very one upon whom the Council did not hesitate to impose a hardship, but the arrangement was carried out, and so far as Mr. Tuttle was concerned that trip did not cost the corporation one cent.

The delegates left for Ottawa on the evening train, and reached their destination in due time. They lost no time in interviewing Sir Charles Tupper and presenting him with the petition. The meeting was merely formal and they

were invited to call the next day. In the meantime Dr. Schultz had obtained his southwestern railway charter, which contained the legislation necessary for the Red River bridge, and the offer of the delegates took the form that the city would furnish the money for the construction of a bridge, if the government would provide the branch line set forth in the petition. They were told that the matter would be considered by the Government, and the minister expressed some hope that the offer would receive a favorable reply. This ended the work of the delegates for a few days. Meanwhile Mr. Logan, anxious to return, left Ottawa for Winnipeg, his colleague remaining to see what further could be done. Nor did he remain in vain. On the night before the day of prorogation he had the satisfaction of witnessing, from the speaker's gallery, a bill granting power to the Government to construct the much desired branch line pass all its stages in less than ten minutes, and on the following day become law by receiving His Excellencies assent. With the bill in his pocket, the delegate whose expenses the Council did not care to pay, returned home. But the Council was magnanimous. They really passed a vote of thanks to Mr. Tuttle! At least the papers said so, but he never received a copy thereof.

Work was commenced on the branch almost immediately, and to-day, that branch, so to speak, is a part of the main line. There are lots of people who will, no doubt, say that all this would have been done without any delegation, without any effort, but again there are those who think the city has reason to feel satisfied with the results of Messrs. Logan and Tuttle's work on that occasion.

The Council of 1879 formed a by-law to raise the necessary funds for the construction of the Louise Bridge. It was ratified by the people. The money was obtained on good terms and the bridge was constructed. Railway matters were constantly before the Council of that year, but little else of great importance was thought or talked about.

Chapter 7.

THE MAYOR AND COUNCIL OF 1880.

The civic contest of 1880, held on January 5th was, to use the language of the *Free Press* "one of the liveliest that has ever taken place in the city." The *Times* of that day advocated Mr. Logan for a second term. The *Free Press* and the *Tribune* united in supporting Mr. A. F. Eden. There was nothing to be said against Mr. Logan, but the fight between the newspapers of that day was so bitter that it seemed impossible for them to agree upon anything, and the heated contest for the mayoralty found its source very largely in the determination of the newspapers to fight each other. The contest was close as well as heated, and Mr. Logan was elected by a very small majority, but the majority was sufficient for the *Times* which promptly claimed a victory for itself as well as for Mr. Logan. The following shows the full result of the elections:—

MAYOR.

Alex. Logan.

ALDERMEN.

North Ward.

W. G. Fonseca.
Arch. Wright.
J. B. Moore.

South Ward.

W. F. Alloway.
E. G. Conklin.
C. C. Montgomery.

East Ward.

Alex. MacArthur
R. Strang.
W. Ross.

West Ward.

S. J. Jackson.
M. Fortune.
J. H. Pearson.

Commenting on the election the *Free Press* said: "It is unfortunate that the attention should be so much absorbed

in the mayoralty contest, to the almost exclusion of thought of the aldermanic candidates. It has been this way in a marked manner this year, and while a number of excellent men have been returned, without instituting definite comparisons the Council elect for 1880, it is evident, is not the equal of that of 1879."

"Right here," says the *Free Press* "we suggest that there should be a change in the law in this respect. The mayor should not be elected by popular vote. Were the people to elect the Council, and the Council from amongst its members to select a mayor, it would have a good effect in two ways: More attention would be devoted to the election of aldermen, and more good men having a chance for the mayoralty, would allow themselves to be put in nomination for seats at the Council Board."

The early part of the year 1880 was taken up in completing the arrangements between the city Council and the Southwestern railway company for the construction of the Louise bridge, over which there was considerable difficulty. The matter was finally settled and the bridge satisfactorily constructed, and is to-day a credit to the Councils of 1879-80.

The bridge by-law to raise \$200,000 on the credit of the city for the purpose of constructing the Louise bridge met with some opposition, on account of the mix-up with the Southwestern Railway company, and on the 19th of January the Council received a communication from the Minister of Railways at Ottawa, enclosing a lengthy report of Mr. Sanford Fleming, chief engineer of the C.P.R., reporting against the practicability of bridging the Red River at Winnipeg, and urging favorable reasons for the Selkirk crossing. However, the by-law was carried by a good majority.

On the 26th of January Mr. E. M. Wood, then of the

law firm of Biggs & Wood, was appointed City Solicitor which position he still holds.

There was some difficulty over the Louise bridge contract. It had been awarded to J. G. Macdonald and the Toronto Bridge Company, but as the latter did not put up the required deposit, within the specified time, the Council, on the 2nd of February, awarded the whole contract to J. G. Macdonald.

This was the first contract which Mr. McDonald undertook for the Corporation of Winnipeg,—but it was not the last. From that day to the present, he has been by all odds the heaviest contractor in the city, and is now none other than the celebrated sewer contractor.

The close of 1880, which terminated Mr. Logan's second term as Mayor, found that gentleman with a determination not to offer for the year following, notwithstanding he was requested to do so by a large number of ratepayers.

Chapter 8.

THE MAYOR AND COUNCIL OF 1881, 1882 AND 1883.

The contest for the mayoralty of 1881 was between Mr. E. G. Conklin and Mr. W. G. Fonseca, the former winning an easy victory. It was a quiet election, with the following result:—

MAYOR.

E. G. Conklin,

ALDERMEN.

South Ward.

Alex. McMicken,
C. C. Montgomery,
Geo. M. Wilson,

North Ward.

J. B. More,
A. Monkman,
E. Doidge.

West Ward.

J. Le Cappellaine.
M. Fortune,
A. Strang,

East Ward.

R. Strang,
W. R. Ross,
W. W. McMillan.

As it will be most convenient to consider the records of the three Councils, viz: of 1881-'82 and '83 together, it will be as well to make in this place, some remarks as to the civic elections of the latter two years. Mr. Conklin did not seek re-election in 1882, owing partly to an understanding between himself and Mr. R. Strang during the election of 1881 to the effect that the latter was to support the former on that occasion upon an agreement that Mr. Conklin would return the compliment in 1882. Accordingly Mr. Strang became a candidate for the mayoralty in the latter year. He was well liked, and was then as now regarded as a gentleman of sterling integrity and good abilities, but he was not popular in the general acceptance of that word. Strong pressure

was brought upon ex-Mayor Logan, and finally that gentleman consented to run for a third term. He issued an elaborate address promising to use his influence to secure certain civic reforms and advocating a progressive policy, in keeping with the rapid pace of the times. On the other hand Mr. Strang's views were in the direction of economy. But these were not the days in which economy could be successfully preached. Mr. Logan's old friends rallied to his support, and he was elected by a vast majority. The election resulted as follows:—

MAYOR.

Alex. Logan.

ALDERMEN.

South Ward.

E. M. Wilson,
A. McMicken,
J. A. Wright.

North Ward.

A. Monkman,
D. Sutherland,
J. B. More.

East Ward.

W. W. McMillan,
J. M. McGregor,
A. T. McNab.

West Ward.

W. J. Ovens,
W. Bathgate,
J. R. Cameron.

This Council was elected in harmony with Mayor Logan's progressive policy. A great sewage system was to be adopted, and other needed works undertaken. The scheme of issuing debentures for a large amount had been discussed during the elections and generally approved. The Council was progressive, we must say, but it was wildly extravagant, and sometimes reckless. The value of real property in Winnipeg had jumped from \$2,000,000 to \$30,000,000 in a few years affording a basis for raising a large revenue for ordinary expenses and the credit of the city was excellent abroad. The Council was not slow to avail itself of both these advantages to such an extent as to acquire an unenviable reputation for the manner in which the business was done. The gravel pit

purchase, the Maria street transaction, and kindred enterprises are not of a character calculated to make the Aldermen of 1882 feel proud of themselves. But more of this anon.

The Council of 1882 revised and amended the city charter. In this they were also unfortunate. The charter was badly bungled and proved unsatisfactory, so much so, that an unsuccessful attempt was made by the Council of 1883 to improve it.

At the close of 1882 Mr. Logan was again urged to re-offer for the Mayoralty. At one time he consented, but on nomination day, owing to illness, he retired. Mr. Alex. McMicken who had entered the field against Mr. Logan had, therefore, no opponent, and was elected without opposition. There was some irregularity attending the election on account of the want of voters' lists and from other causes; but these were overlooked, and the elections, such as they were, resulted as follows:—

MAYOR.

Alex. McMicken.

ALDERMEN.

Ward No. 1.

Stewart Mulvey.
Geo. H. Ham.
Thos. Nixon.

Ward No. 2.

Geo. M. Wilson.
C. C. Montgome
M. Fortune.

Ward No. 3.

Jas. Burridge.
D. Bawlf.
— Brydon.

Ward No. 4.

W. J. Owens.
J. R. Cameron.
J. H. Harvey.

Ward No. 5.

Thos. McCrossan,
— McBain.
D. Sutherland.

Ward No. 6.

E. L. Drewery.
R. A. Wilson.
Geo. McVicar.

Messrs. Cameron and R. A. Wilson resigned during the summer and were succeeded by J. H. Pearson and W. McCreary respectively.

The Council of 1883 were left a poor inheritance. Their predecessors gave them a very heavy deficit and a mixed state of finances which could not easily be straightened out.

There are now certain questions with which it is proposed to deal, each in their turn separately, such as the City Finances, the sewer scandal, the Donaldson Corner purchase, the William Street affair, the City Hall troubles, the Police Station, the Property Holders' Association, etc., etc. These and other questions upon which the citizens require information run through the records of the present, and in some cases, past councils, so that it is better to take them up in the manner indicated.

Chapter 9.

THE SEWAGE CONTRACT SCANDAL.

The agitation in favor of a comprehensive system of sewage and an issue of debentures to meet the cost of the same took shape in 1882, and was strongly urged by Mr. William Bathgate, one of the aldermen of that year. The scheme was also forshadowed in Mr. Logan's election address in the beginning of the same year, but it was not until the spring of the present year that the bonds were issued and the money obtained. The reader is familiar with the "million and a quarter by-law," and the trip of Mayor McMicken and Ald. Wilson to New York in connection with the sale of the bonds.

There seems to have been no difficulty in finding a ready market for our bonds. They were sold on good terms, the negotiations being such as to reflect credit upon the Council, and especially those immediately connected with the transaction. But the money was obtained before the sewer plans had been agreed upon. Indeed it was only after wearisome delay that a system was brought forward, recommended by the engineers and approved by the Council.

The system adopted may be known as the Wassell plans—the work of the City Engineer. It was adopted by the Council after considerable debate, and has since, met with severe criticism from various engineers in the city. These criticisms were published in the newspapers and elicited from Mr. Wassell able replies in which he defended his plans with considerable success.

Tenders were advertised for and and received by the Council. It was proposed to enter into a contract involving an outlay of over \$600,000. This amount was afterwards reduced to \$400,000, should the corporation at

any future time elect to terminate the contract when that amount shall have been expended. Tenders were invited on the quantities plan and the lowest tenderer was Mr. J. G. Macdonald. The Board of Works, Ald. Ovens, chairman, recommended that the contract be awarded to Mr. Macdonald accordingly. Certain circumstances came to light which aroused suspicion in the minds of the people, and many were heard to express a belief that crookedness had prevailed somewhere.

The *Free Press* gave utterance to the following:—

"Much comment has been caused by the way in which the tenders for the construction of sewers were dealt with. In view of the large amount of money involved in the contract, and the importance of the work to the city, it might naturally have been expected that the whole matter would have been handled in the most exact and careful manner. Such has evidently not been the case. So far as we can see, there is nothing to show that Mr. McDonald's tender was improperly accepted, on account of its figures or on account of the time when it was received. But the fact remains that the whole of the tenders were dealt with in the most irregular manner—and in such a manner as to render crookedness possible, though it does not appear that such there was. Ald. Ovens, it appears, took upon himself to supersede the whole Board of Works, and to open all the tenders with only Engineer Wassell and the clerk of the Board present. This, we must say, was a most unheard-of proceeding, and the Council should investigate the facts connected with it to the very bottom. If this method of dealing with important contracts were allowed to obtain, it is easy to see how the chairman of the Board of Works and the Engineer could favor any contractor they choose, to the detriment of the interests of the ratepayers. It is astonishing that Ald. Ovens should have been willing to place himself in such a position by departing from the usual practice."

It appears that the manner in which the tenders were dealt with furnished good cause for suspicion to those who did not put implicit faith in the chairman of the Board of Works and the engineer. It was not forgotten that Mr. Macdonald, the contractor, had interested himself in the appointment of Mr. Wassell as engineer, and the more extravagantly suspicious expressed the belief that a ring had been formed, which was seeking to swindle the Corporation.

The *Times* was painfully outspoken, making assertions which it could not easily prove, but echoing, nevertheless, the feelings of a vast portion of the ratepayers. That paper on the 20th of September last said:—

"Mr. Macdonald tells a plausible story, but it does not clear up the matter. In the first place, his connection with Mr. Wassell is not explained. Why should a city contractor interest himself in the appointment of the city engineer? There is only one answer to that. By what right did Ald. Owens and Mr. Wassell assume to open the tenders before the Board met? How was it that the work was not let in sections as previously ordered? The mayor should not sign the contract until these matters have been ventilated.

"Mr. Macdonald declares that Mr. Parr, one of the numerous city engineers, stands in with the contractors. Mr. Parr can retort by saying that it looks as though a certain contractor stood in with the engineer. The whole business has a suspicious appearance, and the Council cannot afford to pass it over. Let us have an enquiry. Ald. Owens is anxious to have his career examined, and it would be well to gratify him. Nobody has any confidence in him. He is a loud-talking person, full of the low cunning of the average ward heeler, and with the design of a job sticking out of every pocket in his clothes. How he came to be where he is, is one of the mysteries of Winnipeg. As he challenges investigation, by all means let him be investigated. He is a gentleman whom the taxpayers can afford to watch. Mr. Macdonald's charges against Mr. Parr should also be examined, and as Mr. Parr will doubtless strike back at Mr. Macdonald, the honest men in this much-governed city may possibly get at the bottom of the mire."

The *Times* has taken the lead in the sewer controversy, and given to the public nearly everything that has been published on the subject, by way of interviews, investigations, etc. On the 24th of September, that journal published the following editorial:—

"Perhaps no community was ever more astonished than was Winnipeg this morning, upon learning that the sewer contract, the particulars of which were surrounded with such suspicious circumstances, had been confirmed, and that Mr. J. G. Macdonald, the contractor, has shown once more how completely he had a majority of the Council under his control. That astonishment, however, we feel sure will give way to indignation, as the facts are recalled to mind.

"Tenders for sewers were asked for.

"The lowest tender, Macdonald's, was received after the specified time.

"It, and others, were opened by Ald. Owens, the chairman of the Board of Works, and Mr. Wassell, the city engineer, in secret, although a meeting of the Board was to have been held a few hours later.

"The Council were misled by Ald. Owens into the belief that the tenders had been opened in the usual manner.

"The Council were led by Ald. Owens to believe that Macdonald's tender was received within the proper time.

"The Council were deceived as to the nature of the other tenders.

"Macdonald, it has been proven, greatly interested himself in Wassell's appointment.

"The aldermen, almost without exception, were indignant when the exposure of these suspicious circumstances came.

"The Board of Works met and decided to call for new tenders.

"Last night, the Council met, and alderman after alderman swallowed his convictions, members of the Board of Works voted against their own report—and the glaring job took another step towards completion.

"Some aldermen wanted to rush the contract through and order the mayor to sign it at once, although it was midnight and the document an important and lengthy one. This was, fortunately, too much to swallow, and an adjournment was made until Wednesday night, when the last step in this job will, no doubt, be taken.

"These are the facts—expensive facts, doubtless, they will prove to the people—discreditable facts they are to the Council—and they are so suspicious that a thorough investigation should at once be ordered.

"These are the facts—and they are enough to condemn every member who whitewashed Owens and condoned his "indiscreetness;" to make the name of the City of Winnipeg synonymous with jobbery and corruption; to cast on the position of alderman a stigma which years will not wipe out."

But the press was not to have a monopoly of this discussion. A mass meeting was called by the Mayor upon

a requisition of a number of the ratepayers. This took place in the old court house on the evening of October 2nd, and was largely attended.

Mayor McMicken explained the object of the meeting, after which His Worship was voted to the chair, and Mr G. R. Crowe was appointed secretary. The Mayor explained that he had signed the contract, the council having passed a vote which in effect required him to do so. Had he known, however, that a public meeting would be held he would have delayed putting his signature to the document pending the action of the ratepayers.

Mr. Blanchard said he had signed the requisition for a public meeting, believing that the contract had not been signed by His Worship. As it was signed, however, he did not see that the meeting could in any way affect the contract, unless, of course, good reasons could be produced to show why it should be voided. He made charges against no body, a fact that he wished understood. Charges, however, had been made. Information regarding such charges as well as light on the sewerage matter generally was now wanted by the citizens of Winnipeg. Some of those thoroughly acquainted with the whole matter were perhaps satisfied. There were others, not so well acquainted and they were perhaps not so satisfied. He would like to know the difference if any between the Chesborough and Wassell system, and if any why the former's had been rejected and Mr. Wassell's adopted. They would like to know also Mr. Wassell's qualification for the important position of city engineer. He had been told that Mr. Wassell did not claim experience as a sewer engineer, in fact he understood that that fact was mentioned in his recommendations, the originals of which, however, are said to be lost. Charges had been made, too, against aldermen, and he hoped said aldermen would vindicate themselves if they were able to do so. If not the city would be injured in the eyes of outside merchants, and capitalists also who have purchased our bonds. (Applause.)

Mr. David Young said that as one of the ratepayers who had signed the requisition for a public meeting he had no desire to lay a charge to the door of any person, but wanted light on what seemed to him a most mysterious question. The contract for the sewers had been signed, and he supposed it was too late now to obtain redress; but he, as a ratepayer, desired full information as to the appointment of Mr. Wassell as city engineer, an explanation as to the action of Ald. Ovens, and the conditions attaching to the acceptance of the tender of J. G. Macdonald. He knew a great deal had been said which amounted to nothing, yet when officials of one corporation charge one another with serious offences the ratepayers should know the cause of the trouble. (Applause.)

"Ex-Ald. Bathgate was the next speaker. He said he could not add much to what Mr. Young had said. He explained that when in the council last year, a system of sewerage was determined upon, and led to seeking for the best possible talent in an engineer. Mr. Chesborough of Chicago was selected. A large sum had been paid for the services of that gentleman, only to be set aside. Mr. Wassell, the newly appointed engineer had submitted another scheme, eliminating the intercepting or main sewer, which to his mind was the vital principal of any system of sewerage. He thought Mr. Wassell should explain his scheme. (Applause.)

Ald. Wilson being called for to address the ratepayers said he had not expected to be called upon, and did not think the requisition required that aldermen should speak. He thought Ald. Ovens should have been present to meet the accusations made against him. He was diffident in appearing before them for several reasons. One was, that he had always been opposed to Wassell. He explained how the number of applications for city engineer had dwindled down to three, Rosser, Smith and Wassell. Rosser was the choice of the council at first, but Rosser at next meeting was thrown overboard and the name of Wassell was substituted. Of the two

systems prepared he favored that of Chesborough. Wassell's scheme left out the intercepting sewer carrying the sewerage to a point beyond the city, and had a series of outlets within the city limits that was objectionable from a sanitary point of view. He opposed Wassell's scheme unless it was approved by other engineers. It had been referred to Chesborough, but he was ill, and could not attend to the matter. It was then recommended to refer it to local engineers, but was rejected. He felt that every precaution should have been taken in a contract that started with \$500,000 and might end in \$2,000,000. (Applause.) He next referred to the advertisement for tenders, and contended that the principle of individual tenders had been departed from. He condemned the manner of opening the tenders by Ald. Ovens. Impression prevailed that tenders had been regularly received. Further light would seem to indicate different, and the fact of both the tender and a subsequent document having been handed in, left good ground for suspicion of fraud. (Hear, hear and applause). So far as they knew the second paper put in by Macdonald might have been an additional tender. A week after the matter had been before the Council, the Board of Works finding public opinion so strong against them; decided to recommend to the Council the calling of new tenders. What was the result? At the Council meeting we find the very chairman of the Board of Works, who had signed the report for new tenders, going back on his recommendations and declaring that it was not advisable to carry them out. He did not like to talk about any man behind his back, and he could not help thinking it was a strange part that Ald. Nixon took in the case. That alderman had declared that he would never vote for giving Macdonald a tender, yet after having a conversation with Macdonald, this same alderman was ready to support him. (Laughter and applause). This was the position of affairs down to last Wednesday, and while he said it with regret he could not but feel that the whole matter showed little regard for business principles. (Great applause).

Ald. Drewry thought Ald. Wilson had fully covered the ground. He, too, had from the first been opposed to Wassell, and when in Toronto he had received a telegram announcing the appointment of Wassell and rejection of Gen. Rosser. He opposed the Macdonald tender on account of irregularity of reception. He favored receiving new tenders. He had no confidence in Macdonald from the work previously done for the city. His personal experience with Macdonald had not been satisfactory. It has been said that Macdonald is a good contractor, but one who needs watching. He would not like to have a good book-keeper if he had to be continually watching him to keep him from putting his hand into the cash box. He did not wish to impute anything wrong to the chairman of the Board of Works or the city engineer. The citizens were aroused, and he had no hesitation for saying that there were great grounds for suspicion of crookedness."

Ald. Burrige did not think he need say much. He referred to the unanimity with which Mr. Wassell was appointed. He had known Mr. Wassell for over 25 years and knew him to have an enviable reputation, of which no city need feel ashamed. Regarding the opening of the tenders he thought Ald. Ovens had acted indiscreetly, and deserved the censure of the citizens of Winnipeg. In regard to awarding the tenders he thought it would be doing Mr. McDonald a gross injustice to advertise for new tenders after his figures were known.

He was satisfied, after a careful study of the whole matter that there was no corruption in the case, though he did not doubt Ovens' indiscretion.

Mr. Wassell was well received. He said he came among them as a stranger to defend himself, not as a public official, but as a private citizen. When the city advertised for applications for the position of engineer, he sent one in accompanied by some very strong recom-

mondations. The latter were lost and have never since been seen. It was unfair to him under those circumstances to be found fault with. Mr. Wassell explained as to the tenders, and said that the advertisement for tenders was not irregular, producing documents in support of his statement. He contended that his sewer scheme was the best from a financial and every other standpoint, and in every way suited for a city of the population of Winnipeg. He explained in detail the principles of his scheme, and stated that the example of both Chicago and St. Paul was being followed and an annual levy of \$24,000 a year was being saved by delaying the intercepting sewer. The pollution of the stream was unavoidable by either of the two schemes proposed. He showed that by-law 197 provided for a frontage tax to cover expenses of sewer. He did not look upon the opening of tenders as a very grave offence. He was in his office when the tenders were opened and also Ald. Ovens. This was quite a common occurrence among corporate bodies. The Deputy Minister of Railways and his secretary opened all tenders before submitting result to the Government. He gave at some length references as to character and engineering skill, and regretted that his testimonials had been lost. (Applause.)

Mr. Stewart was called on to reply to Mr. Wassell. A great deal has been said as to the relative merits of the Chesborough and Wassell plans, and he supposed from the remarks that had fallen from some of the speakers that the meeting really wanted to know what the difference was between these two systems. Now, Mr. Chesborough's system has been already explained, and consisted chiefly of a large intercepting sewer on Main or Princess streets, and extending down and emptying into the Red river at or near Selkirk street. Into this large intercepting sewer the whole sewerage of the city would be drained and carried off to a point sufficiently beyond the city to be no longer injurious. On the other hand, the plan proposed by Mr. Wassell and now under contract, was directly op-

posite of this, and contemplated discharging the whole sewerage of the city into our rivers, and any person who has seen our river at the present low stage of the flow will understand the disastrous effect of this discharge in future years, when our city has grown to two or three hundred thousand inhabitants; but apart from this, the whole Wassell system is in direct opposition to all true principles of modern sanitary engineering. He is directing his sewers up stream instead of down, and instead of taking advantage of the natural fall of the rivers to aid him in his drainage, he is actually working against nature's laws, and directing the sewerage toward the head of the river instead of down stream. If Mr. Wassell had taken advantage of the fall of the stream he might have gained at least ten feet in the drainage of the cellars of the city, which is a matter of the very greatest importance in a city situated like this. Mr. Wassell thinks it a small matter to our townsmen to have to stop up their drain at high water and prevent the river water from flowing into them; but the means that will prevent the river from coming into the cellars will prevent the sewage of the premises from getting out, and an accumulation of some months' duration must necessarily occur. The drains will be rendered useless while high water lasts, whereas had the sewer been carried down instead of up stream the duration of this blockade would have been much reduced. In conclusion, he thought the whole Wassell system wrong and would involve the city in an immense unnecessary expense. (Applause.)

This was a lively meeting. There were a number of speakers whose remarks are not necessary for our purpose. Many of them indulged in hard names towards each other, but aside from this and the attendant confusion there was no disorderly conduct. But the gathering accomplished nothing so far as the contract was concerned. That had already been signed. True it served to deepen the agitation among the citizens.

Chapter 10.

THE SEWER SCANDAL INVESTIGATION.

The press, and the people in mass meeting assembled had fully dealt with the sewer scandal, but there was still another chapter in the farce to be enacted, viz : the legal investigation. By resolution of the Council, Judge Ardlagh of the Eastern Judicial District was appointed a Commissioner to make a full investigation into the whole subject. This enquiry was commenced on Nov. 2nd, in the City Council chamber.

Attorney General Miller appeared for Mr. Kelly, contractor, by whom the charges had been preferred, and Messrs. McKenzie and Ashbaugh for the defendant, while Mr. Wood, city solicitor, watched the case on behalf of the city.

Frank Rigney sworn, examined by Attorney-General Miller, said: I am a merchant. Know Ald. Ovens and also Mr. Kelly. Was aware that there was a sewerage contract about to be let. The first time I saw Ald. Ovens with regard to it was on the race track. We had a conversation with reference to the sewer contract. Ald. Ovens was at the saloon speaking with Frank Clarke. He asked him to wait and went over with me to the stand. I think I asked Ald. Ovens who was the lowest tenderer for the contract, as the tenders had been opened. He told me it was Ballantine & Co. As we talked the matter over Kelly's name came up. Ovens cursed Kelly considerably because he did not go to see him before the tenders were opened. He said, "Kelly, the son of a b—," why didn't he come and see me before the tenders were opened. Ald. Ovens was chairman of the board of works. He went on and said that if Kelly had come and seen him both Kelly and himself could have made quite a nice

sum of money out of it. He mentioned James Carey's name and said "if Carey had been here, he knows more than the whole of you." The conversation dropped then at the grand stand. I have spoken to Ald. Ovens about it since—after it came up in the council, and after I made the declaration which has been published. I met Ald. Ovens at the La Crosse Hotel the morning after the meeting of the Council. He told me that I had perjured myself in giving that affidavit. I told him I had not.

Cross-examined by Mr. McKenzie —I have known Ald. Ovens 4 or $4\frac{1}{2}$ years and have always been on good terms with him. I have known Mr. Kelly 3 or $3\frac{1}{2}$ years and been on intimate terms with him. We have been good friends. I do not think that I have had any business transactions with Kelly, excepting that when a brewer in the city owed Kelly money he got me to take ale out to them. He has an office on a small portion of my land. He has endorsed notes for me. He once told me he had to go to his office to figure on the sewer contract. I knew he had tendered for the contract, as I saw him figuring on it in his office. I was not to have any interest in the contract. He did not tell me what his figures were. I asked Ald. Ovens who the lowest tenderer was, and he told me Ballantyne & Co. I will not swear whether he spoke to me first or I to him. I was taking a drink with some friends at the bar in the saloon. Ald. Ovens was speaking to two gentlemen, one of whom was Frank Clark, between the booth and the stand. Ald. Ovens asked him to wait till he went to the stand. I had no interest whatever in Kelly's tender. I did not care whether he got the contract or not. Ald. Ovens appeared to be angry with Kelly for not going to see him before the tenders were opened. I did not say anything in reply when he began cursing Kelly. We were speaking about the sewer contract before I asked him the question. I do not recollect the first of the conversation. I did not give him to understand that Kelly had put in a tender. I do not remember saying anything in reply to

what he said. He said if Carey had been here and Kelly had gone to see him (Ald. Owens) both of them might have made quite a sum out of it. No conversation took place between Owens and me about the races. Kelly was on the race track. I will not swear whether I went up that day with Clure or Kelly. I may have seen Kelly before I saw Owens that day; I saw him afterwards; I cannot tell how long; it may have been ten minutes or half an hour. I told him Owens felt angry and he had better go and see him. Owens did not tell me Ballantine & Co. had got the contract, but that their tender was the lowest. This was some time in September; I cannot tell how long it was afterwards until I made my declaration. I don't think I spoke to Kelly afterwards about it. I told Kelly and Owens afterwards about it. I told Kelly what Owens had said; and Kelly and Owens had a conversation afterwards. I made the declaration because Owens denied having any conversation as stated, Kelly asked me if I would make an affidavit of the conversation. It was either before or after the public meeting, the date of which I do not recollect. I think it was the latter part of September, or the first week in October. The only reason I can give as to why Ald. Owens spoke to me, as stated, about the sewer contract is that if the gravel pit should be brought up I could give some information concerning it. I do not know who was instrumental in first making this charge public. I saw Kelly nearly every day, and sometimes more than once between the time of my speaking to him at the race course and the time when he got me to make this declaration. We most undoubtedly talked about the matter. I knew he was going to make a declaration. We both made our declarations together before Andrew Strang. He wanted my declaration to substantiate his charge against Owens. I cannot tell how many conversations we had in reference to the matter. I recollect seeing a piece in the *Times* relative to this charge, and seeing my name in connection with it. I did not read it or see it before its publication. I do not know whether or

not Kelly evinced any desire or interest to see Ovens on the day referred to. I must have seen Ovens that day after the interview in question, but that was the only conversation we had about the contract. I did not form an impression as to whether Kelly could get the contract after that conversation. Ald. Ovens, I think, commenced the conversation at the La Crosse Hotel. Ald. Wilson and a couple of other gentlemen were present. Ald. Ovens pointed to me and said, "Here's one of the men that made the affidavits." I cannot remember what he said, but one thing was that I had perjured myself. I did not pay any attention to him. I knew that he did not mean it, that is, I did not think so. I said before Ald. Wilson and Ald. Ovens that I was prepared to prove the words used, and that all I had said in my declaration, and more was true. Ald. Ovens, was as good a friend of mine as Mr. Kelly, and we parted friendly on that occasion.

To Mr. Ashbaugh. I met Ald. Ovens at the booth in the park. I would not swear whether I met him on the grand stand or not. I went perhaps 25 times from the grand stand to the booth for drinks. I do not recollect seeing Kelly and Ovens walking arm in arm, or sitting down together near the ticket box. No one else was present when Ovens and I had the conversation. Kelly and I have not talked over the matter of the contract after the tenders were opened, with reference to the possibility of still going on with the contract. We made no attempt to see Ovens after that Saturday. I heard that Ovens had been at my store with Kelly; but I was not there.

Cross-examined by Attorney-General Miller—There was once a conversation between Ovens, Kelly, Carey and myself about sewerage, but I thought it was a joke. I don't think it occurred this year.

Thos. Kelly sworn, examined by Attorney-General Miller, said: I am a member of the firm of Kelly Bros.,

contractors; I remember tenders being invited for the city sewers. We tendered in the name of Kelly Bros. The tenders were to be in on the 18th of September, at 3 p.m. We put in our tender at 2.30 to 2.45 o'clock, addressed to the chairman of the board of works and left it in the city engineer's office. I did not see Ald. Owens with reference to the tenders before our tender was put in. I saw him two days afterwards at the Prairie Park races. I asked him about the amounts of the tenders. He said if I had gone to see him before putting in my tender he could have arranged with the city engineer so that my tender would appear the lowest. I had read the specifications and inquired as to the prices of such things as were required, and I found I could not do the work at the price for which another party had tendered. The engineer would not give a definite width. I heard there was a tender for the brick work at \$25 per thousand. I said to Owens that if I did see him I would not undertake it at that price. He said Wassell and he could have allowed extra for excavation and brick work. I asked "where would I be if you and Wassell would be kicked out?" He said there was no danger. He said he had been away when tenders were called for, but had come back as soon as he saw the advertisement. He said he had no money, and wanted to make all he could out of the sewer contract. I had never approached Owens with regard to the contract. I have known Owens by sight about three years, and have had business transactions with him; he asked me to accommodate him with an endorsement, but I declined. I never approached him with reference to a contract of any description upon any occasion. The only city contract we have had was for supplying the city with 200 cords of wood.

Cross-examined by Mr. McKenzie—It was in the spring of 1883 that Ald. Owens wished me to endorse for him and I refused. The amount was \$1,200. I met him on Princess street and he wanted me to go over to Ald. Bawlf, and that both of us should endorse. When I refused he said he would try to get it somewhere else.

I had had real estate transactions with him before, had bought from him and sold to him. I had never borrowed money from him. I cannot swear who drove out to the races with me on that day. I did not know who formed the board of works when the tenders were put in, but I knew that Ald. Ovens was chairman. I did not seek to know who were the committee. I thought the contract at my price a good one. I heard there were some 12 contractors tendering. I never applied to the board of works as to whether the contract was accepted. I think I heard the very day the tenders were opened, Friday, September 14th, that others were lower than mine, that mine was one of the highest, being \$200,000 higher than some of the others. Before this I had heard that J. G. Macdonald's tender was the lowest, but had been thrown out. I did not know when I went to the race course that Ovens was there. I first saw him there between two and three o'clock; think I saw him on the grand stand first; saw Rigney there, I think, before Ovens; do not remember that I told Rigney my tender was one of the highest. Before I saw Ovens I asked Rigney to go and see him and learn how the tenders stood. I was then on the grand stand with Rigney. Rigney said he would see him. He told me Ovens was angry and said what has been stated. I do not remember having any drink with Ovens. I met him outside the booth. I think I commenced the conversation. I asked him how the tenders stood. This was not the first time I addressed Ovens that day. He said if I had seen him before the tenders went in he could have fixed things with Wassell so that my tender would appear the lowest, or to that effect. He said he would see me again, and told me to call at his place at nine o'clock Monday morning. I called but did not see him; saw him an hour afterwards on William street, and in Rigney's store 15 or 20 minutes afterwards. Did not see Rigney there. Asked Ovens if he had seen Wassell; he said he had not. He said no thing about the sewer contract. I never saw him again, and never went to see Wassell. On Saturday, Sept. 13th,

most of the conversation took place in the ticket office, and in walking from the booth to the ticket office. Macdonald's figures were never mentioned. On Sunday I went to McBain's house to see Ovens about the contract. I did not think he would be able to do anything for me. Did not find him there. Did not go more than once on that Sunday to see him. I first disclosed the conversation of Saturday, 17th September, on Monday, 26th September, to a *Times* reporter. I went to the *Times* office to show the public the crookedness that were in the letting of the contract—the crookedness of the chairman of the board of works. Had no conversation with Ovens afterwards. Could not swear as to the date when I made up my mind to disclose the crookedness referred to, but it was two or three days previously to September 26th. I had learned before that Macdonald's tender was accepted. When I came to look at the surroundings I made up my mind that Wassell, Macdonald and Ovens were in league, and that Macdonald had seen the tenders. If any square contractor had got the contract I would not have exposed Ovens. I cannot give any particular reason for not disclosing this to the public when I first thought of doing so. I think the declaration was prepared in the *Times* office by Ballantine. Rigney did not, to my knowledge, see my declaration before it was sworn to. I think the declaration was made after the publication of the interview in the *Times*.

To Mr. Wood. I have no reason to complain of the action of any other member of the Council than Ald. Ovens in relation to the sewer contract.

After several days adjournment the investigation was resumed:—

Ald. Ovens being sworn, detailed meeting Kelly at Prairie Park, when the latter said, "For God's sake, Ovens, is there no way to break Macdonald's tender?" I said no, for they had been opened and examined; we sat down by the ticket office and Kelly asked me if there

was any possible way of bursting Macdonald's tender or changing his figures; I said no; Kelly also said he would give \$5,000 if the engineer would fix it, and there was \$25,000 for us; and if \$5,000 was not enough for the engineer, \$10,000 could be given, and I told him I would have nothing to do with it for the whole contract. Kelly told me the schedule system was wrong, and that he would give the \$5,000 mentioned if the engineer would so report to the council, and advise that body to award the contract at a lump sum; I told him the engineer was inapproachable, that he would give it away. Rigney's statement that he had a conversation with me that day about the sewers is a falsehood; when Kelly and I were talking Rigney asked "what was up," and Kelly said nothing; this was all that passed; I saw Kelly on the Monday following; I was examining the sewers, when Mr. Bragg tapped me on the shoulders and said a gentleman around the corner wanted to see me; I followed him to Rigney's store, and pointing to Kelly, said, there is the man who wants to see you; Kelly asked me if I had seen or intended to see the engineer, and I said no; he said if McDonald got the contract he was going to hire an engineer to watch him. He also repeated his offer of \$5,000 to influence the engineer. Finally he said he would go and work with some other contractors. Macdonald's tender was over \$19,000 lower than any other, and about \$200,000 below Kelly's. I know a Mr. Collins whom I saw at Prairie Park on that Saturday. Rigney asked me up to have a drink and I am sure Collins was with the party.

To Judge Miller—The committee who had the supervision of the tenders include Alds. Drewry, McBain, Burrige, Fortune, Nixon, myself and the city engineer; they were opened by the engineer, Mr. Platt, and myself; I was in the office that afternoon between three and four; Mr. Platt told me one of the tenders was late, but I am not sure he told me whose it was; he might have done so, but I do not remember; the tenders were opened the next morning at about 10 o'clock, and I did not then know

whose tender was late; Mr Platt says he told me, but it never once entered my mind; I told him that afternoon we would treat that tender the same as heretofore. We try to have the tenders in on time, sometimes when they are five or ten minutes late, they are opened and considered. Mr. Platt said Macdonald's tender was fifteen minutes late. It is not customary for the chairman, engineer and Mr. Platt to open the tenders, and was done in this instance as the engineer so advised as it would take six hours to prepare a tabulated statement for the committee; I did not report to the committee that Macdonald's tender was late, because I never thought of it; Mr. Parr told Ald. Nixon, when the committee had decided upon the tenders, that Macdonald's tender was late, and, Ald. Nixon spoke to me about it, when Mr. Platt called my attention to the fact that he had spoken to me about its being handed in late; I knew on Saturday afternoon of the amounts of five or six tenders, as did others, because their tenders had been figured out, and the statement was in the city engineer's office, where it was seen by a number of persons. Kelly must have thought I was approachable; but I am above such conduct.

To Mr. Ashbaugh—Macdonald was the lowest for brick-work of the tenders that had been opened on Friday; Kelly said it could not be done for that amount.

Mr. W. A. Collins testified that he remembered seeing Ald. Owens, Rigney and Kelly at Prairie Park on the day spoken of; Owens and McBain went up to a front seat, to which I went up afterwards, to ask him his opinion of some of the works; Kelly came up and asked us to have a drink; after we had it, Kelly and Owens walked away together towards the secretary's office, and from the former's manner, I imagined that something was up and desiring to find out what it was I went over to where they were. I thought probably it was in connection with the city hall. When I passed them I heard Owens say: "God d——d, I can't do it." I then spoke

up and said, Owens you will miss this treat, trying to get him away. Kelly kept him however, and when I saw them together again it was inside the stand inclosure, where Kelly had him cornered; the only time I saw Frank Rigney with Owens that day was in the bar; we had a drink; witness did not know Owens had an interest in a lot, which he, as agent for Mr. McArthur had sold to the city.

Mr. Kelly was recalled, and swore that not a word of Ald. Owens' statement about the \$5,000 bribe was true.

Mr. Platt testified telling Ald. Owens how many tenders had been received, and that the last one Macdonald's, was late, supposing that it was Macdonald's as it was handed in by his clerk. Witness gave particulars of the opening of tenders by Mr. Wassell and Ald. Owens at which he was present; they were opened to facilitate the preparation of a statement for submission to the committee; the tenders were in Wassell's possession and he figured them up himself and asked me to go over them to see if they were correct; the signature to Macdonald' tender was the same as the one he had seen opened, but of course he could not say positively the figures were the same, as he had not examined them critically. Witness testified to the reception of Macdonald's tender at about 3:20, and twenty minutes later Macdonald came in, and wanted his envelope back as he had omitted to enclose a paper, but this he refused to do, so he did not let me see the paper, which he put in an envelope, and marked 3:40. Witness denied having told Ald. Fortune that Macdonald's tender was on time.

Edward Wassell, City Engineer, sworn, stated in answer to questions by the Commissioner that he had first seen the tenders on the Friday morning referred to, and that he was present the same day at 4 p. m., the hour of the meeting of the board of works; that he had the tenders in the meantime left with him to figure out; that he was present when the tenders were opened; but that

he did not know the hours at which they had been received.

To Attorney-Miller: I do not remember that I was informed how many tenders were sent in, up to 9:30 o'clock on the Friday morning in question; I did not take any steps to count the number of tenders before they were opened—did not have them in my hands at all until after they were opened. I do not know the order in which they were opened. I think I did not notice whether each envelope, as opened, contained all the requirements as indicated in the advertisement. Ald. Ovens first opened the tenders, the accountant then took the marked cheques, and the papers were afterwards passed to me. There were two envelopes to complete one of the tenders, the one I think enclosing the form of tender with cheque, and the other a schedule of prices; I think they were J. G. Macdonald's. There were printed forms of tender with blank spaces for the prices. The printed forms state that the tenderer agrees to do the work according to schedule of prices "hereto attached," but in Macdonald's tender the form of tender with cheque was enclosed in a separate envelope from the schedule of prices. I did not know that one of the envelopes was delivered after the other; I only heard about it afterwards. I did not see any mark showing the time of the receipt of the tenders, and did not look for any. I did not know that J. G. Macdonald was a tenderer before the tenders were opened. Only the schedule of prices was handed to me.

To the Commissioner: Ald. Ovens, chairman of the committee, opened the tenders.

To Attorney-General Miller: I could not complete the tabulating of the tenders on time, and hence had to get Mr. Platt to help me at about 2:30 o'clock. I think I had them all ready, or nearly so, sufficiently to decide as to who was the lowest tenderer at 4 o'clock when the Board of Works met. I believe the chairman was present at that hour. J. G. Macdonald was then observed to be the

lowest tenderer. I am not sure that there was a quorum of the board present; I think the board adjourned until the following Monday, but will not be positive. Many aldermen were present, besides members of the board of works, who saw the tabulated statement. This was open to all. I think it was well known that J. G. Macdonald's was the lowest tender. The tabulated statement and the tenders were kept in the safe until Monday. I was present when the report of the board of works was prepared. I think it was prepared on the Monday following, to be presented to the council that night. I think there was no question at the time of the meeting on Friday as to J. G. McDonald being the lowest tenderer. As regards the tender, so far as I was aware, it was regular, both as to time and form, except in the form and check being in one envelope and the schedule of prices in another, that was not exactly in the usual form.

To Mr. McKenzie—I have never worked for the Government, but have been engineer of railways. The system adopted for receiving tenders was about the same as that adopted in this instance. In the last case it was a schedule of prices, without an aggregate sum. I stated to the chairman of the board of works that it was impossible for me to give them a statement as to who was the lowest tenderer in less than six hours after they were opened. I did not know the number of tenders then in. The work took more than the time mentioned, and I had to get Mr. Platt to assist me. I do not think I had it all completed even in that time; still I knew who was the lowest tenderer and reported to the board, Alds. Owens and Nixon, and I think Fortune and Bawlf, though not a member of the committee, and two or three other aldermen of names I am not sure, were present. The tabulated statement was lying on Mr. Platt's desk, and it was not my intention to let any of the aldermen see it, but they came and looked it over. We did not confirm the correctness of the tabulated statement that day by going through all the calculations twice. I had no reason to suspect that any of the tenders were in too late. In

my official capacity I have not observed anything in the in the conduct of Ald. Ovens, or any other alderman of the board of works to lead me to suppose that there was anything going on in an improper manner in connection with the city's business. I can say that no one has made approaches to me or offered me a bribe at this time or any other time. As far as I can think from observation, the conduct of the committee was regular, proper and honest.

To Hon. Mr. Miller.—If there were other tenders coming in I should object to repeating the course pursued, but I was not aware at the time that there was any difference.

To Mr. McKenzie.—As engineer of public works I have been accustomed to allowing a little time in receiving tenders. I think I would allow twenty minutes. The president, secretary and myself opened tenders, and if any were found late we referred them to the board of directors. I think I would recommend a board to accept a tender which was the lowest by, say \$200,000, if sufficient security were given and the tenderer was a competent man, though the tender was found late by 20 minutes.

To Hon. Mr. Miller.—If I knew that a tender was 20 minutes late I would report to the head body.

To Mr. McKenzie.—I am only speaking of my own position as engineer. I think it would not be my duty to correct the board if they acted otherwise on their own motion.

A question arose as to whether J. G. Macdonald should be examined. The city solicitor expressed his readiness to bring Mr. Macdonald, if required, but the commissioner thought it not necessary.

The hearing of the evidence on the charge ended here, and with what result the reader is by this time quite able to judge.

Chapter 11.

THE BIRD'S HILL GRAVEL PIT AFFAIR.

It will be remembered that the Council of 1882 invested about thirty thousand dollars in the purchase of a gravel pit located at Bird's Hill. It was owned by Mr. John E. Brooks "who through the ways that are dark and the tricks that are vain," it is said, managed to sell it to the city. The purchase was regarded as a most unwarrantable piece of recklessness, and the price paid was entirely out of proportion to the value of the land. These circumstances and other facts led to grave suspicions, and finally to open charges. Several of the aldermen were supposed to have received a money consideration for supporting the purchase. Only one case has yet been tried with anything like a prospect of getting at the facts, others will, we are sure, soon follow. There was a kind of investigation held before the Police Magistrate the first of the year, but, sufficient developments had not been made to reach the facts, and it resulted in smoke only. In connection with the sewer investigation, the commissioner was authorized to hear evidence in the charge against Ald. Ovens in connection with the gravel pit purchase.

With this object the commissioner opened court on Tuesday the 13th inst. (Nov.)

The same legal gentleman conducted the affair as in the former investigation into the sewer matter.

Messrs Ashbaugh and McKenziesubmitted that the charge had been investigated by a previous commission, and that Ald. Ovens having then been tried and acquitted ought not to be brought up again on the same charge; also, that the Council had no right to order an investigation

into the doings of the Council of 1882, that body having ceased to exist. Judge Ardagh ruled, however, that he had no right to take any notice of any previous investigation, as he was not supposed to know that such had been held; also, that his instructions from the Council had reference to the years 1882 and 1883, while there was nothing in the Act of the Legislature, under which the investigation was held, to limit his inquiries.

Mr. James Carey sworn, examined by Attorney-General Miller, said :—I reside in Winnipeg; have no occupation; know Ald. Ovens, Mr. Brooks, and Frank Rigney, a former partner of mine; remember that Ovens and Rigney came to my house when I was sick last winter. They called several times; they may have been there together. I know Ald. McBain; remember seeing him perhaps a month before Rigney and Ovens came to see me; had conversations with Brooks about the gravel pit before he sold it. He said as I was doing nothing he wished that I would help sell it. I don't think I had any conversation with any aldermen about it. I never received any money from Brooks to further the sale of the gravel pit, though I changed checks with him; loaned money to him and he to me. Ald. Ovens once asked me to lend him \$500. It was not in connection with the gravel pit. That was before I heard anything about the gravel pit. I think Ald. McBain is Ald. Ovens' father-in-law. Ald. Ovens asked me to go with him to Brooks to give him his note for \$500. He told me that he had told Ald. McBain that he was getting it for him. I understood he thought he was borrowing it of me. I got a check from Brooks; went right to the bank, got the money and gave it to Ald. McBain for Ald. Ovens. Ovens gave a note to Brooks. I could not swear to the time. On the occasion mentioned Rigney and Ovens came to see me I understood. I don't remember that anything was said about another \$500 on that occasion. I cannot tell why Ovens wanted me to go to Brooks and hand the money to McBain, his father-in-law. Ovens said he had told McBain he was to get \$500 from me. I went to McBain and gave

him the money; don't know why I did give him the check; went and got the money and gave it to him. I don't know whether the note was for a month or three months. I do not remember having any conversation with Ovens about the gravel pit; the only conversation I remember was with Brooks; conversed with him a good deal off and on; was not doing anything in particular about that time. That was about the time, as Brooks told me, the gravel pit was sold. I think Brooks told me that the sale was not quite completed at that time. I often saw Ovens after that. I do not remember his asking me anything about getting any more money from Brooks for McBain. I have had conversation with Ovens lately about this investigation. Ovens did not ask me to try to get Rigney; Ovens and I were together on the day the charges were to have been investigated. I was that afternoon from four to six, at the Norfolk House a good part of the time. Emes, Ovens, and Kelly were with me. Rigney and I had some conversation some time ago. I remember being in Rigney's store the first day the charges were formulated. We came together that the matter might be settled. Nothing was said about \$500. Within the last two weeks Ovens told me then, and I myself remember that he gave his note for \$500. I do not remember that we had any further conversations. I remember one day telephoning from the Norfolk House to Ovens at his factory that Carey wanted to see him. Rigney and I had talked the matter over, and Rigney said if I would get Ovens, he would get Kelly. When Rigney came back he reported that Kelly would not come, but he had told him that as he had gone so far it might go as far as it liked. I do not remember that the sum of \$500 was mentioned.

Cross-examined by Mr. McKenzie.—Ald. Ovens and I have been friendly for some time. Brooks and I frequently had conversations. I am not sure that I had the money Ovens wanted to borrow; but I could not afford to lend it. I supposed Brooks had the money; I might have told Ovens that if he went to Brooks he would give him so much.

To the City Solicitor: I do not remember the conversation of Rigney and Ovens when they came to my house when I was sick. It was Brooks who suggested the note. I think the note was drawn the day I got the money.

To Attorney-General Miller.—Brooks wrote the note himself and Ovens signed it. Ovens handed the check to me and told me to go and get the money and give it to Ald. McBain. Brooks wrote the check at the same time as the note. Brooks gave the check to Ovens and Ovens gave it to me. I don't remember whether it was drawn to Ovens' order, but I went and got the money and carried it to McBain. I did not get \$500 at that time.

To Judge Ardagh.—Ald. McBain was not present at the time referred to. I told him it was money Ovens had given to me and told me to give to him. I don't remember what I said.

John E. Brooks, sworn; examined by Hon. Mr. Miller, said :—I was at one time the owner of the gravel pit. Sold it August 23d, 1882. I had before asked Carey to assist in selling. I had also asked Ovens to assist in carrying the sale through. This was sometime in July, before the tenders were to be in. He said he would do all he could for me if my tender was all right, as he had no doubt I had good property. I did not say I would give anything to carry it through. I paid a commission of \$1,500 to James Scott. I do not know what was done with it. I did not, that I know of, ask Carey to see Ovens in particular, but as he had nothing in particular to do, and was a good deal around with the Councillors, I asked him to put in a good word for me. He said he would do what he could. Carey and I were very intimate, but I did not ask Ovens to speak to him until I drove him and another Councilman in July to the Bird's Hill gravel pit. I was not very intimate with him afterwards. I had no transactions afterwards with him until

the 27th of December. I then loaned him \$500 for 30 days. Nothing was said about the interest. I took a note that day. I keep a small bank account. I suppose I have my checks for December 1882. I did not give Carey a check for the \$500 referred to, but gave him the cash. Carey and Ovens came to my hotel one evening about dark, I think on the 26th of December. Carey opened the subject, saying that Ovens wanted to get \$500. I asked him how long he wanted it, and he answered 30 days. I told him I would give it to him next day. He said, very well, it would do. Ovens said he would not be able to come, and turned to Carey and asked if he would come and get it, to which the latter answered yes. So I wrote out a note and Ovens signed it. The next day Carey came and got the money. Ovens was not present when the money was got. I had the money lying in the hotel and did not have to go to the bank. It was paid in about three months afterwards. There was an investigation in the meantime. Ovens paid interest at 10 per cent. amounting to \$12.48. I had no other business transactions with him. (Witness said he generally tore off the name from his own notes when payment was made, but in this instance he had endorsed the note as paid). Carey is mistaken in saying I gave him a check, I had at different times business transactions with him. I did not give him another sum of \$500; but I gave him \$300 in March, April or May, just about the time this note was paid, as an accommodation. I took an I. O. U., and received payment, I think on the 3rd of June.

Cross-examined by Mr. McKenzie. Public tenders were asked for a gravel pit. I put in an application in the usual way. My tender was recommended by the Board of Works, and accepted by the Council as being the best.

Thos. H. Emes, sworn, examined by the Hon. Mr. Miller, said: I know the parties, Ovens, Carey and Brooks. I was never present when Ovens had a conversation about a gravel pit, and I know nothing about it.

He never complained to me that Carey had kept some of the money. I never had any conversation with Ovens about it.

Frank Rigney, sworn, examined by Hon. Mr. Miller, said: I think it was some time in January that Ovens came to my store and asked if he could see Carey, who was sick.

Mr. Carey, recalled by Hon. Mr. Miller, said that it was last winter, before and after the elections, that he was sick.

Mr. Rigney continued—He told him (Ovens) that Carey was sick in bed. He (Ovens) told me that Carey owed him a balance of \$500 in connection with the gravel pit. He asked me to go with him to Carey and see him about it. I went with him. Carey was living on McWilliam street. We saw Carey up stairs in his room in bed. We talked for some time, Ovens sitting on the bed, Carey on being asked for the money, said he would give it to him as soon as he got better. Ovens told me before going there that the \$500 was a balance on the gravel pit, but nothing was said in Carey's presence about the gravel pit. Carey had been sick four to six weeks. One day recently Ovens came to my store and said that Carey had promised to meet him at my store at four o'clock. Carey arrived some time later, and they spoke of settling the business before it went to Court. Either Ovens or Carey asked me to go for Kelly. I went to Kelly's office, but he was not in. (This was the day before the first trial) Ovens was anxious to have the matter settled. Kelly refused to have it settled.

Cross examined by Mr. McKenzie.—I think it was in January that Ovens came to my store as stated. It was while Carey was sick. Ovens told me in my office that Carey owed him a balance of \$500 on account of gravel pit. I cannot say for what purpose he asked me to go up with him to Carey's house. We may have had conversa-

tion on the way to the house. A servant girl let us in; I don't know her name. I think it was early in the day. I went up frequently twice a day to Carey's room during his sickness; I had no business on that occasion. Carey was sick about six weeks altogether. At this time he may have been sick a couple of weeks. The gravel pit investigation took place after we went to Carey's house; I cannot say how long afterwards. Carey and I spoke several times about the matter. I cannot state what was said. The morning after the evidence of Owens appeared in the paper, we both laughed over the matter. I did not go and give evidence at the first investigation because I was not asked. Witness repeated his statement of the conversation when a settlement was proposed, and Kelly refused. He had no recollection of the terms of this settlement having been gone over. He did not think that he wanted Owens to retract his statement. He might have told Owens the only way of settling would be by his acknowledging the conversation at Prairie Park. He did not remember asking him to withdraw his statement made in the Council that Kelly had perjured himself.

Mr. Carey, recalled by Hon. Mr. Miller, was unable to state whether the elections to which he had referred were the municipal or the parliamentary elections.

In reply to the City Solicitor, he said he did not think the conversation stated could have taken place when he was sick. He was sick about two months. He was quite unable to fix the date of the transaction referred to.

This investigation is still in progress as we go to press with this edition, but enough has come to light in the foregoing testimony to enable the reader to form a judgment for himself.

There are other men, some of whom are not in this year's Council who deserve, perhaps to be investigated in

connection with the gravel pit affair, and who under such circumstances would not escape any better than will Mr. Ovens.

Chapter 12.

THE CITY HALL TROUBLES AND THE DEFEAT OF THE BY-LAW.

The Councils of 1881-'82, between them provided for the expenditure of about \$60,000 for the erection of a city hall, or building for the civic officers on the old market square. The money was raised in the \$1,150,000 by-law, and all expended except about \$12,500 to no purpose. The building was erected or partly completed, when from defective work, and as the contractor held, defective plans, the structure began to tumble down. The same contractor was paid liberally to pull the ruins down, and pile the material in heaps on the square.

This mismanagement earned for the Councils of 1882-'83 the hearty disrespect and distrust of the ratepayers. But the Council of the latter year made another attempt. Plans were advertised for; several were received and finally a premium offered for the most suitable that could be constructed within the sum of \$80,000, was awarded to Messrs. Barber & Barber, architects.

Tenders were next called for, and in due course the contract was let to Mr. Dewar, who undertook to erect the building according to those plans for \$80,000, and to pay \$1,500 for the material on hand from the old building. Several important items were left out in the specifications, and as the old material was valued at the least at \$10,000, it was plain that the new hall would cost not less than \$100,000.

A new debenture by-law had been promulgated to raise \$500,000 to pay the cost of this new hall, and other works, many of which had been undertaken and completed, or partly completed before the by-law received the

consent of the people and, indeed the city hall contract was signed by the mayor also, before the money which it was to cost was authorized by the people.

Owing to these circumstances the indignation was aroused among the people. The press heaped upon the Council a pretty well deserved condemnation, and the Property Holder's Association, of which we shall speak further on, issued a circular, calling on the people to defeat the new by-law.

This by-law was submitted to the people on the 12th of Nov., on the morning of which day the *Free Press* contained the following editorial, which is a fair sample of the articles appearing in all the daily papers from day to day, for several days previous.

Winnipeg expects every man to do his duty to-day. The decision that shall be arrived at with regard to the half-million by-law will determine the fate of "Boss-Tweedism" in this city.

The acceptance of that by-law will be equivalent to a declaration that corruption and extravagance are not distasteful to a majority of our citizens so long as the inducement is held out to them of sharing in the public plunder. Its rejection will strike a blow for good government which must be far-reaching in its consequences. It rests with the ratepayers to say whether they will make an honest effort to redeem the public character of their city or allow it to be sunk still further in the mire.

It is unnecessary at this late date to enter into any argument to prove the desirability of defeating the by-law. Civic affairs have been the all-engrossing subject of discussion for a considerable length of time, and every intelligent ratepayer must ere this have arrived at a decision as to what the circumstances of the case demand. The history of the present Council, as well as that of its predecessor, is too well known to require repetition. "Jobbery" of the most flagrant and unblushing character marked many transactions of the Council of 1882. Robberies were perpetrated by that body on a scale which, in proportion to our population, even New York might envy. This was generally known to our citizens, and yet—such is the apathetic indifference with regard to civic matters—the men composing that council were allowed, at the close of their term of service, to introduce and pass a by-law giving them control of a million dollars of public money, the greater part of which had

been previously squandered or appropriated by them. Thirty-nine ratepayers voted for that by-law and four against it.

Encouraged by the success of their predecessors, the present Council are attempting to follow their example. They too have been spending money freely without any authorization from the people. They have done this in total disregard of promises made a year ago, that in the event of the city consenting to pay off the debts contracted by the then retiring Council, no-expenditures would be made in future unless sanctioned and provided for in advance, by the people. Hoping that this promise has been forgotten or trusting in the continued existence of the indifference which allowed a million dollars to be taken almost without enquiry, the Council of 1883 has come forward to repeat the experiment of its predecessor though on a smaller scale. "Only half a million" is asked for this time. Thus, of course, as usual, is to be the "last time of asking." Whether it shall be or not rests with the people to decide. If met by a prompt refusal and an equally prompt dismissal of the men who are preferring the demand, it doubtless will be. But if success is met with this year, just so surely will similar expenditures and similar demands for money be made next year. It, therefore, the people of this city are desirous of controlling the expenditure of their funds; if they desire to keep their city from being plunged further and further in debt by reckless and irresponsible aldermen; if they desire to institute a regime of economy and honesty, and to stamp out extravagance and corruption, they must vote down the by-law to be submitted to them to-day.

If they have fully determined on doing this, and we have no doubt that they have, we once more remind them of the necessity of not trusting to others. Let each one do all he can, and nothing more is required. Let every rate-payer in the city entitled to vote take a few minutes from his ordinary work or business for the purpose of casting his vote in favor of good Government. The time so spent will not be lost. As a mere matter of dollars and cents it will pay well. But the higher consideration of duty should be the guiding motive in this matter. No organization has been attempted—it therefore rests with every man to see that his own vote is recorded. We trust that there will be no neglect, and that the state of the poll to-night will show that Winnipeg has decided upon reform in the management of its affairs."

The by-law was unmercifully defeated. From the same paper we quote the result of the vote with its comment:—

A long-suffering people spoke out most emphatically yesterday, and the result was the defeat of the \$500,000 by-law by an over-

whelming majority. There was no particular excitement. Everybody who voted went quietly and calmly to the polls and voted as their judgment dictated. The result was as follows :

	FOR.	AGAINST.
Ward No. 1.....	4	4
Ward No. 2.....	5	127
Ward No. 3.....	0	25
Ward No. 4.....	22	173
Ward No. 5.....	9	90
Ward No. 6.....	0	22
	<hr/>	<hr/>
	40	441
Majority against the by-law.....		401

We ought to say, in justice to the Council, that no attempt was made to bring out a vote in favor of the by-law. It was left to its fate; while the Press and the Property-Holders Association left no stone unturned to defeat it.

In the face of this, it is not easy to say what the Council will do. They have made a contract with Mr. Dewar which the people refused to ratify, because it was the city hall item, more than any other one item, that defeated the by-law.

Chapter 13.

THE POLICE STATION AFFAIR.

One of the grounds of complaint against the present Council was the erection of the new city police station at a cost, including the grounds, of some \$40,000. The money had not been provided for when the expenditure was incurred, and Ald. McVicar, Nixon, Mulvey, McCrossan and others strongly opposed it. On the other hand, Ald. Cameron, then chairman of the license and police committee, urged the great necessity for a new station, the existing one being thoroughly disgraceful to the city. It will be remembered that, last year, the city was threatened with an indictment for nuisance by [now Attorney-General, but then] Judge Miller, and the grand jury which reported against its disgraceful condition. Temporary relief was afforded by securing a second station in the north end—the old school house being rented at \$100 per month. This, however, caused additional expense, and was not as satisfactory as having one central station. The license and police committee therefore urged the erection of a new station which would not only be a credit to the city but last for years to come. A centrally located lot was purchased from Mr. D. MacArthur on the corner of King and James streets, for \$9,900, and on it has been erected the substantial building which now adorns the place. It is complete in its construction and very suitable for the purpose for which it has been built, having been laid out on plans approved of by the chief of police who had secured the fullest information from well-regulated stations in other large cities. The building will shortly be ready for occupation.

Fault may be found—and perhaps, not without reason—with the amount expended on this particular item; but it is a matter open to argument whether after all

the best course has not been adopted. It is urged by the promoters that it is in the city's interest that no more shells nor temporary makeshifts should be erected for public purposes in Winnipeg, and they claim that this building being an imperative necessity, the Council has taken the wisest course under the circumstances.

Chapter 14.

ALD. G. M. WILSON'S FINANCIAL STATEMENT.

When the \$500,000 by-law had been defeated the Council was face to face with trouble. The banks were not likely to go on discounting the corporation, and the Council had, of course, obligations on its hands that it was not able to meet.

The Council met on Monday evening a few hours after the last vote was polled against the by-law, and when the minutes of the previous Council had been read, Ald. Wilson moved that the Council adjourn for one week. He said that, as all knew, the by-law submitted to the people to-day had been voted down. As a consequence of that vote, they (the Finance Committee) were hardly in a position to state at the present time what their position was. The banks had made large advances to the present Council on the supposition that this by-law would be carried. When they made these advances every assurance was given them that by the close of the present year the Council would be able to wipe off the indebtedness. By the vote of the people to-day that, of course would be an impossibility. He had waited on the bankers of the city and asked them what position they would take in the event of the defeating of this by-law. They said they would require to submit it to their solicitors, and to the head offices. To-night, after the defeat, he had waited on one of them, but had still been informed that they were unable at the present time to say what course would be taken. Unless the banks were willing to carry these accounts and make any further advances that might be required before the close of the year, the Council would be in a position of having the supplies stopped. As the matter was very serious and of the

gravest importance, it had been thought that before doing any more business they should consider what their position really was. In talking the matter over with Ald. Mulvey, they had felt that it would perhaps be wise to ask for an adjournment of the Council at this time. The Finance Committee would meet to-morrow, and they requested the other members of the Council to be present, to consider their position and see what were the best steps to take under the circumstances. He moved the adjournment of the Council until next regular meeting."

The motion was seconded by Ald. Nixon and carried unanimously. Upon this the excitement ran higher than ever, and an informal meeting of the rate payers was held forthwith in the council chamber.

A meeting was, however, called by Ald. Wilson, and held in the old Court House on Thursday evening the 15th inst. Mr. David Glass, Q.C., was appointed chairman.

Ald. Wilson, on rising to speak, regretted that there was not a larger attendance. The meeting was, however, a good representation of the electors, who would no doubt be anxious to have a full explanation of the financial affairs of the city. He had refused to attend other ward meetings, believing it to be his first duty to render an account of his stewardship to those who did him the honor to elect him to a seat in the Council. After briefly adverting to his career for the three years he represented the ward, and to his services as chairman of the Fire and Light Committee last year in re-organizing the fire brigade, he proceeded to deal with the financial situation. In introducing the subject, he said a great deal of talk had been indulged in as to the Council going ahead too fast, but people forgot that the circumstances of the city of Winnipeg were peculiar owing to its unparalleled growth, and improvements had to be effected in two years that most other cities would not probably do in ten. When the present Council came into office, it had to set about to issue debentures for

\$1,105,300 to meet proposed expenditure for permanent improvements and deficit coming over from the previous year. The actual issue however was for \$1,102,300 that being the net amount with the debentures £500 each. He next proceeded to give in detail the following statement of receipts and expenditure for the current year to date:—

Statement of receipts and expenditure to the 31st of October, 1883:—

RECEIPTS.

Cash on hand Jan. 1, 1883.....	\$20,747.28	
Proceeds from bills of exchange, sold in New York, £224,801. 5	1,083,551.97	
Taxes collected	220,645.88	
Revenue other than taxes ..	67,497.01	
Bills payable.....	340,000.00	
Federal Bank over draft.....	24,265.26	
	<hr/>	
Total.....		\$1,756,707.40

DISBURSEMENTS

Merchants Bank debit balance Jan. 1, 1883.....	\$ 156,283.55
Bank of Nova Scotia debit balance Jan. 1, 1883.....	50,528.32
Bills payable, Merchants Bank.....	348,023.32

COMMITTEE EXPENDITURE 1883.

Finance.....	\$209,872.25
Board of Works	135,822.69
Fire, Water and Light.....	64,144.17
Liscense and Police.....	60,363.76

Market.....	12,773.07	
Health and Relief.....	40,974.26	
Property.....	37,360.70	561,310.90

DEBENTURE EXPENDITURE 1883.

Sewers	\$31,729.67	
Fire halls &c ..	24,072.36	
City Hall.....	22,926.39	
Morgue and Hospital.....	3,884.12	
Flumes.....	33.17	
Land expropriated.....	50,139.80	
Street Improvement	43,258.54	
Bridges	43,062.53	
Improvement new territory	3,859.34	222,965.92
Merchants Bank debenture account		227,095.19
Merchants Bank ordinary account		2,296.98
Federal Bank debenture account		176,347.15
Chamberlain's balance....		11,856.07

\$ 1,756,707.40

The speaker referred in detail to the above items, showing what indebtedness had been wiped off. He gave the expenditures on Debenture Account, and showed what was still to the credit of this fund in the banks. The by-law submitted on Monday had, according to the wisdom of the ratepayers been voted down. There would be a deficit of about \$200,000, and for this provision would have to be made in some way by the new Council. The

citizens in voting down the by law, had read a good lesson to future councils, who would not likely again venture upon expenditures until the money had first been provided. He would no doubt be accused of the same thing last year, but he had cause to regret his action, and towards the end of the year had the rules of the Council amended, so as to provide against illegal expenditure by future councils. He then proceeded to give a statement of the debenture accounts.

Statements showing debentures issued to December 1882.

AUTHORIZED UNDER BY-LAWS.

By-law No. 199 :—

Sewers.....	\$500,000.00	
Fire halls, sites, &c.....	155,000.00	
City Hall.....	60,000.00	
Morgue and Hospital.....	15,000.00	
C. P. R. Station site.....	20,000.00	
Flumes.....	20,000.00	
Land Expropriation.....	79,000.00	
Gravelling, macadamizing, and paving Main and other streets.....	150,000.00	
Total.....		\$1,000,000.00

By-Law No. 212 :—

Bridges.....	80,300.00
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By-Law No. 211 :—

Improvements newly added territory.....	25,000.00
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Total am't. authorized...	\$1,105,300.00
Expended as per annex- ed statement.....	583,997.06
Balance.....	\$ 521,302.94

Statement showing what has been done with the unexpended balance:—

Deposited in Merchants' Bank.....	\$227,093.19	
Deposited in Federal Bank..	176,347.15	
Loaned to the Maria street By-Law	75,000.00	
Loaned temporarily to the revenue	42,860.60	
		\$ 521,302.94

Statement showing the Debenture account to 31st October, 1883:—

Sewers:—

Amount authorized.....	\$500,000.00	
Amount expended.....	94,899.49	
Balance.....		\$ 405,100.51

Fire Hall, sites, tanks, etc.:—

Amount authorized.....	\$156,000.00	
Amount expended.....	156,000.00	
		7,255.16

City Hall, addition, alterations, etc.:—

Amount authorized.....	\$ 60,000.00	
Amount expended.....	47,250.52	
Balance.....		\$ 12,749.48

Morgue and Hospital:—

Amount authorized.....	\$ 15,000.00	
Amount expended.....	7,744.84	
Balance		\$ 7,255.16

C. P. R. station site:

Amount authorized.....	\$ 20,000.00	
Amount expended.....	20,000.00	

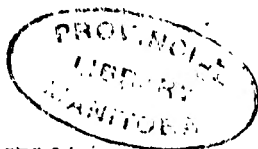
Flumes:—

Amount authorized.....	\$ 20,000.00	
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Amount expended.....	20,000.00	
Land expropriated :—		
Amount authorized.....	\$ 79,000.00	
Amount expended.....	79,000.00	
Gravelling Macadamizing, Paving Main and other streets :—		
Amount authorized,....	\$150,000.00	
Amount expended.....	55,226.27	
Balance	—————	\$ 94,773.73
Bridges :—		
Amount authorized	\$ 80,300.00	
Amount expended.....	80,300.00	
Improvements in newly added territory, north and west division :—		
Amount authorized.....	\$ 25,000.00	
Amount expended:	23,575.94	
Balance.....	—————	\$ 1,424.06
Total amount unexpended.....	\$ 521,302.94	

SUMMARY OF EXPENDITURE

Sewers.....	\$ 94,899.49
Fire halls, sites, tanks, engines etc.....	156,000.60
City Hall addition and alterations.....	47,250.52
Morgue and Hospital.....	7,744.84
C. P. R. station site.....	20,000.00
Flumes.....	20,000.00
Land expropriated.....	79,000.00
Gravelling, macadamizing, paving streets.....	55,226.27
Bridges.....	80,300.00



Improvements N. W. extension.	23,575.94	
Total.		\$ 583,997.06

Statement showing the debt of the City of Winnipeg
on the 31st October, 1883:

Debentures issued, 1875.....	\$ 250,000	
Debentures issued, 1878.....	200,000	
Debentures issued, 1881.....	200,000	
Debentures issued, 1882.....	1,102,800	
Debentures issued, Maria st....	75,000	
Total debentures.....		\$ 1,827,300

Bills Payable:—

Under discount Merchants'		
Bank.....	\$ 215,000	
Under discount, Federal		
Bank.....	125,000	
Total.....		\$ 340,000
D. McArthur, Police Lot.....		9,000
Total.....		\$2,176,300
Annual interest.....	\$ 109,638	
Annual sinking fund.....	36,546	
Total.....		\$ 146,184

Ald. Wilson secured a vote of thanks from the meeting, given in a hearty manner, for the able statement regarding the city's finances, and after remarks from several present, the meeting adjourned.

NOTICE.

An important part of the work laid out for this pamphlet had to be left over for a second edition, owing to the limit of the number of pages of this one. The second edition will be issued in a few days.

FINE XMAS GOODS

AT

Alex. Taylor's Book and News Store,

MAIN STREET.

Just received a splendid line of

Books, Stationery,

Fancy Goods,

Toys I Toys II Toys III

Newspapers and Magazines a Specialty.

WHOLESALE AND RETAIL

MEDICAL HALL.

NEW XMAS GOODS.

W. Whitehead & Co.

FAMILY CHEMISTS.

Have just received a large assortment of Xmas and New
Year's presents.

ALSO

A Beautiful Variety of Scotch, French
and German Perfumes.

ALL ARE INVITED TO EXAMINE THEM.

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CROMPTON CORSETS

ARE THE BEST OBTAINABLE

TAKE NO OTHER!

CROMPTON'S CORSETS:

Coraline,

Reliable,

Progress,

Gem,

Butterfly,

Flexible Hip.

Cupid.

CROMPTON'S CHILDREN'S WAISTS!

NEW GOODS ARRIVING DAILY

—ARRIVED THIS DAY:—

NEW CASHMERES,

NEW BROCADED VELVETS,

NEW DRESS GOODS,

NEW CLOAKINGS.

Best Value in Black Silks Ever Shown!

LADIES' MANTLES

The Largest, Cheapest and Best Selection in the City.

PRICES ALL REDUCED.

500 PAIRS BLANKETS!

Do not buy a Blanket till you have seen these.

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The Great Popular Cash Dry Goods Store of Winnipeg